

## Eureka Flood Scenes



**SEA OF MUD . . .** after the raging waters of the Eel river subsided, it left seven feet of silt in the streets of Weott. Barricade straddling the power line indicates height of flood waters. The city was one of eight Northern California towns swept away by torrential rains, high winds, swollen rivers and snow. (Flood photos courtesy Eureka Newspapers, Inc.)



**RESCUE PARTY . . .** Mrs. Jack Gonsalves, of Ferndale, receives helping hand of Operators. This scene was repeated many times as Operators volunteered services to aid helpless. Note Mrs. Gonsalves clutching lamp and bag of possessions, and dozer mired in background. Dozer was later winched out of mudhole by dozer in foreground.

## Havoc In Eureka Is Unbelievable

By RAY COOPER and  
CURLY SPENCE

EUREKA—Devastation in the Humboldt and Del Norte County areas is indescribable. Compared with the 1955 floods this is like a nightmare in Hell.

Cities along Highway 101 have completely disappeared; bridges have collapsed under pounding debris floating in the raging flood waters of the Eel, Mad, Klamath and Trinity Rivers; livestock have given up to torrential waters and are washed up with bloated bellies onto silted deltas created over highways; houses are tipped on end and smashed to smithereens; sections of highways are no more, as if some giant clamshell from the sky gulped chunks out of them and isolated Humboldt county.

Human suffering and loss of lives can't be fully counted until it's all over.

Only Eureka and Crescent City have been spared. The latter, however, was devastated by tidal waves after a recent earthquake which hit Alaska.

River gauges were engulfed at Alderpoint, where educated guesses estimated the heights between 100 and 105 feet at peak period.

At Fernbridge, the focal point of all Eel River measurements, the peak reached an estimated 29.5 feet above flood stage. This compares to the 1955 peak of 27.7 feet.

Man will be eternally trying to pin down the exact magnitude of the December, 1964, flood. In the meantime, men and equipment have begun clawing back.

### 8 CITIES LOST

Eight cities have disappeared. Several more are nearly destroyed. Those which have disappeared are: Klamath, Orleans, Weott, South Fork, Myers Flat, Shively, Pepperwood and Stafford. Partially destroyed are: Scotia, Rio Dell and Metropolitan.

Contractors and equipment are coming into the area through the only access available — by sea. Restoration in the area will take months and even years to hide the ugly scars left by the floods.

### 'COPTERS DOWNED

Morrison and Knudsen and Northwest Pacific railroad officials, surveying the ruinous scenes from a helicopter, narrowly escaped injury and possible death as their chopper crashed. All were rescued unharmed, but very nervous after a harrowing experience.

Two other 'copters were reported down and lost. In one, seven bodies were recovered; the other, still missing, carried five persons.

In Tillamook, Ore., about 500 miles north of Eureka on the ocean, the carcass of a bloated cow washed ashore with an

identifying ear tag from this area.

This area has received a little over 30 inches of rain. Normal is 16.48 inches. Warm rains pelted the mountain areas melting the snows and adding to the floods.

The Navy Carrier USS Bennington was riding at anchor outside Eureka harbor sending in supplies and helicopter rescue parties.

### EQUIPMENT BROUGHT IN

Meanwhile, with a break in the weather, contractors are bringing in their equipment for the restoration.

Morrison and Knudsen, Gerwick, Murphy Pacific and Peter Kiewit & Sons are barging in equipment from Seattle and San Francisco.

M & K will rebuild 100 miles of railroad working south from Eureka and north from Santa Rosa. Dispatches will be made for this job from the two respective Engineers' offices. All local

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## McCloud-Pit Project Helps Our Engineers

**REDDING** — One of the most fruitful water resources in the state of California lies only a few minutes drive from this city on the McCloud and Pit rivers.

Known as the "McCloud-Pit Project" and being developed by the Pacific Gas and Electric Co., it is the culmination of 40 years of water and power development with far-reaching public benefits.

Over 300 Operating Engineers in this area are working for contractors on this \$100 million privately financed hydroelectric project to capture nearly all the electric potential of the two rivers.

### BEAUTIFUL COUNTRY

Wildlife abounds in this beautifully nature-endowed region of pine forests and porous, water-filled lava beds.

Far distant homes, farms and factories will use some of its 330,000 kilowatts of additional power transmitted from three new plants at this giant project. A chain of nine powerhouses will have 735,000 kilowatts capacity to operate lights, machines and appliances of PG&E customers.

It will be a lasting contribution to the economic development of California.

The McCloud is only 60 miles long and is fed from perpetual snow fields on the sides of Mt. Shasta, a beautiful sight rising majestically 14,162 feet.

The McCloud formerly was a

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# Memo from the Manager's Desk

By AL CLEM

## 1965 Presents Great Expectations

We enter into the new year of 1965 with high hopes and a great deal of expectation that, by working together, we can improve the wages and working conditions of the members of our Union.

In looking back over the past four years since we have been under local autonomy, we cannot help but feel a great deal of pride in the strides we have made. We are sure that 1965 will be another outstanding milestone in the happenings and achievements of our Union. Of course, with each bit of sunshine, there is always a cloud.

Some members in the northern part of the state of California have lost all of their belongings in this great flood which we are having at the present time. While we have extended our deepest sympathy to the members and their families in this hour of need, we have also endeavored in our small way to lend them a hand by appropriating monies to be used directly to those in need.

This flood will provide a considerable amount of work for the members of the Union in this area. One job alone entails the re-building of approximately 100 miles of railroad. There are many bridges to be built and miles of highway to be reconstructed, not to mention the homes which were destroyed in this holocaust.

### A VISIT TO GUAM

During the past month I had occasion to visit the Island of Guam, the outpost of our jurisdiction in the Pacific Ocean. We set up an office and have three agents there working on an organizational program, to help these people in this territory to become loyal members of Local 3. It was gratifying to note that we were well received on the Island by those in Government, Church and fraternal circles. It seems, however, that many of the contractors give the double-talk that Unions are good BUT that the people are not ready for Unions. We wonder at times if some of the employers will ever live long enough to think that there is a time for their employees to become members of a labor organization, and through the processes of collective bargaining, achieve not the luxuries of life, but those things which we consider to be the necessities.

### HELP A BROTHER TO SAFETY

In reviewing the day to day reports of the deaths of the members of our Union, it is indeed distressing to note that there are many of the Brothers not only losing their lives, but also being injured in what seems to be needless accidents. We would at this time implore each of you who read this column to make yourselves "a committee of one" to talk to your Brother Engineers and to urge them to make a solemn pledge to not only work safely, but in a sense, to be their Brother's keeper and assist Brother Engineers to observe all safety rules and regulations which they are familiar with, thereby we all may be responsible in saving a life or at least preventing an injury.

### STEWARDS MEETINGS GOING

We have recently conducted a series of Stewards meetings and they have been well attended. There is a great deal of interest shown by those in attendance, however, due to the weather, there were many who were not able to be present. As these meetings are held from time to time, we will be able to get ideas from the Stewards to better the working conditions of our members, and by the same token, the Stewards will be able to secure information which will be beneficial in creating a better image of our Union with the members as well as the employers.

### APPRENTICE EDUCATION MEETINGS

The administrator of the Apprenticeship Program informs us that they are going to hold a series of educational meetings throughout the jurisdiction of Local 3. This will enable them to bring the message of the Apprenticeship Program more forcibly home to those who are not familiar with it.

### CREDIT UNION SUCCESS

It is indeed gratifying to note that our Credit Union is going along so well. The assets loaned out at the present time show that we have a healthy Credit Union, so we are sure that when the new season opens again there will be a heavier participation in the Credit Union, thereby effectuating a savings and providing a "nest egg" for a rainy day.

We assume that by this time, many of you have received your new dues card. Our automatic data processor is living up to our expectations, however, with any change from old to new there are a certain amount of "bugs" that have to be ironed out. We ask you to bear with us and be patient and we are sure that this will work to the satisfaction of the membership as a whole.

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**LOST EQUIPMENT . . .** the hot plant and this crusher at Miranda, owned by Mercer Fraser Co., and another hot plant and crusher at Fortuna were lost to the Eel River and Pacific Ocean during worst rains and floods in history.



**TIGHT ROPE . . .** engineers place catwalk foot bridge at Rio Dell as Eel River undercut bank washed out Scotia bridge. In background is a bakery building teetering over river.

## Havoc In Eureka Is Unbelievable

Continued from Page 1—

contractors and operators with equipment are working on bid. Civil Defense, U.S. Corps of Army Engineers, the military, state and county manpower are being pressed into round-the-clock work.

Here in the Operating Engineers' office we have been working night and day dispatching men and answering calls from Brothers all over the jurisdiction. Humboldt County, at this time, is completely isolated. Roads and bridges are out; air transportation is restricted and the only route open is the ocean. It is predicted this condition will continue for at least another month.

### PONTOON BRIDGES

In the meantime, Gerwick will rebuild the Klamath Bridge at Klamath; the Army Engineers have moved in with pontoon

bridges to place across the rivers to carry emergency supplies to persons isolated. Kiewit and Murphy Pacific will rebuild bridges and highways in Del Norte county.

As of this writing, another danger cropped up as the Ruth Dam, about 65 miles from Eureka, was in danger of letting go. Nearly five acres of logs were giving it an earth-shaking battering. Wire cables were hastily strung to cushion the blows of the log mass.

Some 19 bridges are completely or partially destroyed.

Disaster played peculiar tricks, too. Some heroic, others not so.

### STRANGE AFTERMATH

There was one man, a member of the marine posse who braved four trips through Loleta Bottoms to aid stranded persons and rescued 21; 14 on one trip. It ended when two holes were

punched in his craft and it nearly sunk.

In contrast there was another man who refused to allow his boat to be launched for rescue work.

Others refused to be rescued, and one, a lady perched atop a roof top, called and asked that the front door to her house be closed. Water was waist-deep on the first floor.

Another woman, refusing rescue, first wanted her 20 dogs helped to safety.

Disaster also made thieves out of some folks as never ending reports of thefts of boats, goods and gasoline—a flood of their own—streamed in.

And a town with an unlikely name, Happy Camp, came in for anxious moments as flood waters from Indian Creek and the Klamath River isolated the town.

It was a sad Christmas and New Years in Humboldt County.



# ENGINEERS NEWS

STATIONARY ENGINEERS LOCAL 39 OPERATING ENGINEERS LOCAL 3



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## New Year of Great Decisions

January, the first month of a new year, seems to be a refresher month in which we all wipe the slate clean with new resolutions to press forward with new ideas.

This January may be more important to all of us than many previous Januaries.

For example, President Johnson will be sworn into office and be given a chance to press forward his concept of "The Great Society" for America. Unions throughout the nation have hailed his State-of-the-Union address as "presenting Congress with a sound constructive program to meet the pressing needs of the nation and paralleling the legislative aims of working men and women of America."

### NEW AGREEMENT

Locally, this January is the time when all efforts of Business Manager Al Clem and his staff begin compiling data for preliminary talks for a new Associated General Contractor Master Agreement, in June.

January also marks the one year anniversary of Operating Engineers Credit Union, which grew from nothing to include nearly 3000 members throughout Northern California and Northern Nevada.

However, the month has its tragic side as flood victims in California have lost millions in personal possessions and countless others have lost their lives. But it's also a time to claw back through the restoration period. Local 3 contributed \$2500 to aid flood victims in Northern California.

### BE DEDICATED TO SAFE WORK

This is the month, too, to rededicate ourselves to use the principles of good safety on and off the job. It should be a time when we all "pull together" to make our jobs as safe as possible. Only recently, one of our Brothers, Stanley Sives a veteran crane man, was killed as a Colby gantry crane toppled during dismantling in Alameda.

This year may see some revisions in the Taft-Hartley bill, section 14-b, concerning the anti-union right-to-work laws. President Johnson has hinted this would be part of his vision for a "Great Society."

### LOCAL 3 SUPPORTS HENNING

During January Business Manager Clem sent several telegrams to Washington, from President Johnson on down supporting Under Secretary of Labor John F. Henning. Also, all district offices sent telegrams of support to their legislators. Henning is under fire from Secretary of Labor W. Willard Wirtz, and has always defended the position of the laboring man and worked for labor's best interests.

A California man, with a background in the California Federation of Labor and later as director of the state Industrial Labor Relations department, he is familiar with labor's problems in the West.

AFL-CIO President George Meany is leading the fight to not only retain Henning in his post as Under Secretary, but to make certain Henning is not "isolated" in the Labor Department so as to make his role ineffective.

Henning is an amiable and principled man entirely dedicated to defending the interests of working people. As such, he is regarded as a top cog in the Labor Department machinery working for Labor. We hope he stays and continues to be in a position to exert his influence.

## MORE -- Manager's Memo

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It has indeed been gratifying to note the amount of suggestions we have received dealing with the forthcoming negotiations. This bears our contentions that by working with the members, we can all enjoy the benefits of a better Union.

### DISPATCHES FOR DECEMBER

During the month of December there were 43 regular agreements signed and 76 short form agreements, making a total of 119. There were 1257 members dispatched to the various jobs during the month. During the 12 months of 1964, there were 36,877 dispatches, which is an average of about 3076 per month.

# THE NEW YEAR CHALLENGE



## How to Buy

# Labor, CU's Hit Loan Sharks

By SIDNEY MARGOLIUS

Labor unions and credit unions have been able to a large extent to curb loan sharks who prey on distressed workers.

But loan sharks still persist in many industrial plants and even in such combined white and blue-collar industries as some newspaper plants in big cities.

The tools by which labor and credit unions have been able to cut down the loan sharks in many former trouble spots have been:

(1) Stabilization of employment and improvement in pay so that many workers who once had no place to go for a loan except illegal loan sharks or at best, high-cost legal lenders, now are able to borrow from moderate-cost sources.

(2) The availability, through the growth of credit unions, of small loans for workers caught in an emergency.

But loan sharking still persists in some industries and cities. The recent New York State investigations found highly-organized loan shark rings especially active in exploiting small businessmen in need of financing, but also still snaring some low-paid workers.

In Detroit, some large plants still have loan sharks, according to observers there. One long-time high-rate lending organization operates semi-openly as a "mutual employee fund."

Better paid workers who get caught by loan sharks despite stable employment, and sometimes even when a good credit union is available, usually are the persistent gamblers, heavy drinkers and families over extended in debt.

The frequent tie-up between loan sharks, professional gamblers and the organized underworld has been proven by the New York investigation. The investigators found that crime syndicates moved strongly into loan sharking. They even got wholesale loans themselves from a number of respectable big banks at low interest rates, to finance their own money lending at high rates. In several cases the loan sharks were found to control horse betting as well as loan sharks.

The same tie-up between bookmaking and il-

legal high rate lending also was evident in newspaper plants in New York City. In one plant, the loan shark bookies activity has been virtually eliminated by the development of a strong credit union encouraged by both the publisher and the unions in the plant, authorities there report.

The usual rate charged by loan sharks is "6 for 5," credit union officials in this plant report. For each \$5 the desperate borrower gets, he must repay \$6 at the end of the week. Nor does the loan shark press the borrower to repay the principal. He is satisfied to collect the interest each week and let the debt run on.

One worker the budget service sought to help get out of debt. This man, a chronic gambler, had borrowed \$500. He paid \$20 a week but found that this sum didn't even cover the interest payment. His debt steadily got bigger.

For a \$25 loan from a loan shark for one month, if it is repaid by that time, a debtor would pay an additional \$20 in interest.

In contrast, a credit union loan of \$25 for one month costs a maximum of 25 cents.

There is a surprisingly big need for emergency loans of as little as \$25 to \$50, among white-collar workers as well as craftsmen, reports Robert Conenello, treasurer of one newspaper credit union. The need occurs especially during buying seasons as Christmas and Easter, when Federal taxes are due, and for medical emergencies. One worker had to borrow \$100 when his wife went to the hospital to have a baby, and later needed additional loans for baby equipment and other needs.

If a worker turns to a loan shark for emergency small loans, either through ignorance of the cost or because no other source is available, he may find it hard to get extricated. Sometimes a worker threatened by such an emergency as the local utility turning off the lights when the bill is not paid, will find a loan shark will lend him \$25 and ask for \$30 back. As the borrower gets deeper into debt, he may find that for the next loan he must repay \$35, and continue to pay higher fees as his need increases. He is hooked.



## Oakland Outlook

## New Year Brings Further Construction Goals

By ED HEARNE, TINY LAUX, JIM JENNINGS, JERRY BLAIR, STAN GARBER, and ASTER WHITAKER

OAKLAND—The year 1964 has passed but not without leaving some fond memories behind for us to savor.

Several major projects were going on throughout the year providing employment for many Brother Engineers. Some of these we will mention are the following:

Peter Kiewit Sons Co. had two large jobs in our area that wound up late in the year. Turner Dam near Sunol was completed in December and the San Luis Canal and Pump Station site were finished in November. These were both good jobs for the members.

Piombo Construction Co. has just wound up the dirt work on the multi-million dollar Oakland Coliseum, which is initial phase in the \$23 million project.

Guy F. Atkinson completed the Danville Freeway job and eliminated a major bottleneck on Hiway 21 south from Walnut Creek, and also has finished the freeway job on MacArthur Blvd. in Oakland. Not completed is the job from the west end of the Caldecott Tunnel.

Fredrickson and Watson and Granite completed the section of freeway from Orinda to the east end of Caldecott and the freeway from Mission San Jose to Sunol. Both partners in this joint venture have jobs of their own that are under construction or about completed.

Fredrickson and Watson has a sizeable crew working at Ross-moor moving dirt for Leisure World. This job will be going for a couple more years if present plans continue.

Granite has nearly completed its pipeline job in Southern Alameda County from Livermore to just east of Mission San Jose where it meets with the section being built by Stolte, Inc.

These are just a few of the highlights of 1964 activities in the Oakland area. Good as the old year was we expect 1965 to be even better.

Every day sees the expansion of construction on the Bay Area Rapid Transit District. Several jobs have started at this time and should be really moving when weather clears up.

Bids have been called on another section of Hiway 21 from the end of the Danville Freeway to the Green-Winston job near Dublin. The long awaited Franklin Canyon freeway job will be awarded to a successful bidder in January.

The freeway from the east of the San Mateo Bridge to Hesperian Blvd. in Hayward will be under way.

At Martinez there will be a \$5 million dollars project for Shell Oil Refinery and a similar amount being done at the Standard Oil Refinery in Richmond.

We expect many more jobs than these few we have mentioned here and it looks like another banner year for the members of Local No. 3.

The Business Representatives and Office Staff in Oakland join

with Business Manager, Al Clem and the Officers of your Union in wishing each and every one of you a Happy and Prosperous New Year.

## STEWARDS MEETING

On December 22, Oakland held the first meeting of Job Stewards in many years. The weather was terrible that night, but despite that, we had an excellent turnout of Stewards whose names are listed below. We are sure that as more meetings are held we will have a more representative turnout.

Members who attended the meeting in Oakland are:

Tom Autrey, Arthur Angiolini, W. A. Baker, Brandon Crandell, Marion Dorrell, Antone Castron, C. E. Vivion, John Lait, Bill Rogers, Duane Johnson, Rocky Passmore, Bill C. Robinson, Rex Richardson, Frank Meacham, Martin R. Radke, Jack Vandlingham, Gabriel Perez, Fred Schalesky, Abel Ornellas, Gunnar Norberg, Alvin R. Weeks, Bill Profit.

## SOUTHERN ALAMEDA

Work in Southern Alameda County has been fairly good until the rains set in. The rock, sand, and gravel plants have been going full tilt working through the rain.

Ivaldi Bros. and Andell Inc. were low bidders on the freeway from San Mateo Bridge to Hesperian Blvd. in Hayward. The job includes three miles of four-lane freeway with one overhead crossing. Target for completion is 1966.

Cabot College is in full swing with Williams and Burrows, Inc. doing the building and M & M Construction doing the underground work. There are also a number of owner-operators working.

Way Out West sub-division in Mission San Jose is expanding rapidly with still a few hundred acres to develop. Frank Freitas Construction is keeping busy with the dirt work and Mission Pipeline with the underground. Andell, Inc. is doing structure work. Silva Bros. is carving up the Seven Hills sub-division with a lot of work to go. Galbraith Construction is underway on the underground work with quite a

few brothers keeping busy.

## UPPER CONTRA COSTA

Construction projects in Eastern Contra Costa are at an all time high—but then Northern California received its first major rain storms of the year.

About 25 Brother Engineers were enjoying a good over-time job with Winton Jones, at the Shell Refinery in Martinez. Now the area has the appearance of a man-made lake.

Massman Construction has been making progress on its Geary Road job, with approximately 10 engineers employed.

Norman Peterson's job has completed the P.G. & E. Plant in Antioch with their "tie-in-line" between the Power-house and the Fibre-board Plant.

The DuPont Plant has offered employment for about eight engineers for the past seven weeks and will continue up into February of 1965. There has been two crane crews from Bigge Crane Service on the project.

Kaiser Plant at Clayton have managed to keep in full swing with two shifts employed. Kaiser will construct a new and larger facilities building for their employees. This will consist of a lunch room, meeting hall, shower-rooms and lockers. This building will accommodate approximately 75 employees.

Since the previous issue of "Engineers News," there have been two startling changes of work at the Shell Project. The Fluor Co., and C. F. Braun will not start their jobs as scheduled, but operations should start by March of 1965. These changes were made due to the Shell Engineering Department. Peter Kiewit's Dock job out of Martinez is well underway with 10 engineers on this project. Also, Brother Rex Richards who mans the controls of the mighty JudyAnn, was recently appointed job steward. Brother Higgins (one of the Deck Engineers) was appointed Safety Committee man.

When we take a look at 1964, the majority of Brothers had an excellent year. Looking over the last four years we find many improvements for the betterment

of the Local and the members.

Under the guidance of Business Manager Al Clem, we have continually progressed and should be proud to be a member of this great organization.

A good New Year's resolution for everyone would be to read and abide by our by-laws because these by-laws took a lot of time and effort and were voted on and accepted by the majority of the members.

Some of the duties of the members, as in Article III of the by-laws, that are often violated are: All members shall wear a Local 3 button in plain sight while performing work as an engineer. No member shall give away or lend his button.

Another New Year's resolution would be for the Brothers to give more support to the job steward, and to your representative servicing the area where you are working. Also, when returning to work it would make your dispatcher very happy if you would call in and have your name stricken from the out-of-work list and give the date when you were placed on it.

With your help we can have a stronger and better organization in the years ahead. Happy and Prosperous New Year to all.

## First Quarter Dues Are Now Payable

There have been several questions concerning the new rules effecting suspension of membership for failure to pay dues on time.

Here is the basis to gauge your own situation. Remember: pay your dues prior to the 15th day of the third month of the quarter in which your dues are due. For example, first quarter dues are now payable; IBM billing cards have been mailed and payment should be received in the San Francisco office no later than March 15.

If you still are in doubt, contact your local dispatch office or Business Representative.

## Bank Project Presents Unique Footing Problem

By DALE MARR, GEORGE BAKER, ED DuBOS and JIM MEEHAN

SAN FRANCISCO — We are sure that you are all aware of what the heavy storms we are having does to the work in our area. However, some of the contractors are continuing to work when and where they can.

Baldwin and Warren started its job at the Lake Merced building. This job is in the sand, therefore, the rain has little affect on this job.

Bragato Paving is still going along with its job near the Zoo, and this job, too, is sandy soil.

M & K Corp., at the Palace of Fine Arts, is going despite heavy rains. Aaron Wreckers completed all demolition and moved out, and Raymond Concrete Pile Company is driving the pile on this job. It was interesting to see the original condition of some of the piling, which had been underground for many years. It was necessary to excavate around some of the piling and cut them off for a new cap. When they were removed it was nearly impossible to tell the cut off area from the new piling.

## CAL BANK JOB

Ben C. Gerwick has a tough job on the California Bank on Sansome Street. They have dug between 60 and 70 feet below street level and from what is known, this land, East of Montgomery Street, was all filled. One of the major problems here is maintaining the water table at 80 feet below street level while putting in permanent bracing as they go.

Perini Corp., at the Golden Gateway, is practically at a stand still due to the weather.

We have been told that the U.S. government has allotted nearly \$66 million for repair work at Hunters Point Naval Shipyard and Mare Island. This comes as good news as there had been rumors that they were going to close these yards.

The State of California has warned the people of San Francisco and our city officials that if they continue to stall on locations of the various freeways they will transfer the monies allotted to other areas. We ask you to talk to your friends and neighbors about urging our city officials to get this work started as it will furnish a great deal of work for our people.

## OUTLOOK FOR 1965

As we look forward to a new year that promises to be a busy one, we want to comment on the year that has just passed.

First of all we want to thank all of you Brothers who have been such a big help to us. We appreciate the many calls we have received from you fellows and look forward to your continued support this year. By all of us working together we can effectively protect our contracts and our jurisdiction.

It is especially important all of us for you fellows to give us a call if you see any new equipment on the job. In a jurisdictional problem it is very important for us to get on it first, so please call us just as quick as you can when you spot something that looks like a new type or new piece of equipment.



OAKLAND STADIUM . . . and arena (top of photo) are under construction. Stadium, with movable bleachers, will accommodate football and baseball and will seat nearly 50,000 persons. Arena will seat 14,000 for basketball, hockey and other indoor sports.

## ENGINEERS NEWS

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## Fresno Projection

## Redevelopment, Canals Top Items for '65

By JOE MILLER, GLENN MULLOWNEY, and STAN BERGMAN

FRESNO — During the past year of 1964, the Fresno District has been an area of constant activity. Projects of almost every description have been under construction and have employed a considerable number of Operating Engineers. These projects have varied from small asphalt "patch" paving jobs on city streets to large dams, powerhouses and canals. They have ranged in bid prices from a few thousand dollars to nearly a \$100 million.

Work and job opportunities during the past year have been excellent for the membership as a whole. On an individual basis, a small percentage of members have not done too well, due to a variety of reasons. However, we must say that the Brothers have had the best season in many years.

The weather was almost ideal all through the year with very little lost time due to climate. This condition remained with us until very near the end of the year, and then the rains came.

At present we are receiving our share of rainfall (above normal) for this area, and it appears more is coming.

Reports from over the state indicate heavy rains and flooding in the north and possible flooding in various areas in the central and southern portion of the state.

Wet weather has put a damper on a great deal of work and will further restrict construction as the rains continue.

This situation causes many of our people to become unemployed, and our out-of-work list gets heavier as each day passes.

The long holiday season and year end inventory, etc., also adds to the unemployment factor.

## EQUIPMENT &amp; AUTOMATION

During the past we have seen and felt the results of the age of automation and more is to come. We have seen the introduction of huge earthmoving machines, automatic and semi automatic concrete and asphalt paving machines. We have seen automatic and semi-automated concrete batch plants and asphalt hot plants, and aggregate rock crushing and screening plants. More recently we have had large tandem scrapers moving dirt on our canal projects. We are advised that the next project will attempt to use triple scrapers, and possibly quads in an experimental venture.

Accompanying this article is the most modern slurry machine built. This machine is an example of the some of the changes previously mentioned.

The machine was patented by California-Fresno Asphalt Co. and is now in use.

It is driven from the front with a screw and bucket line conveyor which picks up material and stores it in a storage bin behind the tractor. The center section is an oil tank on one side and water tank on the opposite side.

These tanks are split by a conveyor belt which carry the material to the Barber Greene Pugmill (a new version) at the rear and a slurry machine at the end.

This machine is completely automatic on the tail and the operator is there to observe the operation, and make any necessary operational changes required.

The result of the above described equipment and automated processes would have had a drastic effect on our members had there not been a huge increase in construction work as we previously mentioned. However, due to this increase in construction work, our work load has increased and we have put more people to work.

The change of work process in some instances has created more work for the Operating Engineers, even though the number of operators used per machine has been reduced.

## PROJECTION FOR 1965

The year of 1965 appears to us to be brighter than 1964. The large projects in the district will continue. There is a considerable

amount of new construction that will be started during the next year. We have additional canals and levees to be built in the Merced and Los Banos Areas. Additional sections of the West-side Freeway will be built in 1965.

Commercial and Industrial building will increase considerably.

Many of our current 2-lane highways will be reconstructed into 4-lane freeways.

We foresee a general boom in this area during the next year.

Once the winter season and weather permit the work to resume we expect our out of work list to drop rapidly.

We expect our membership to have another excellent year, and expect and increase in the membership in the district.

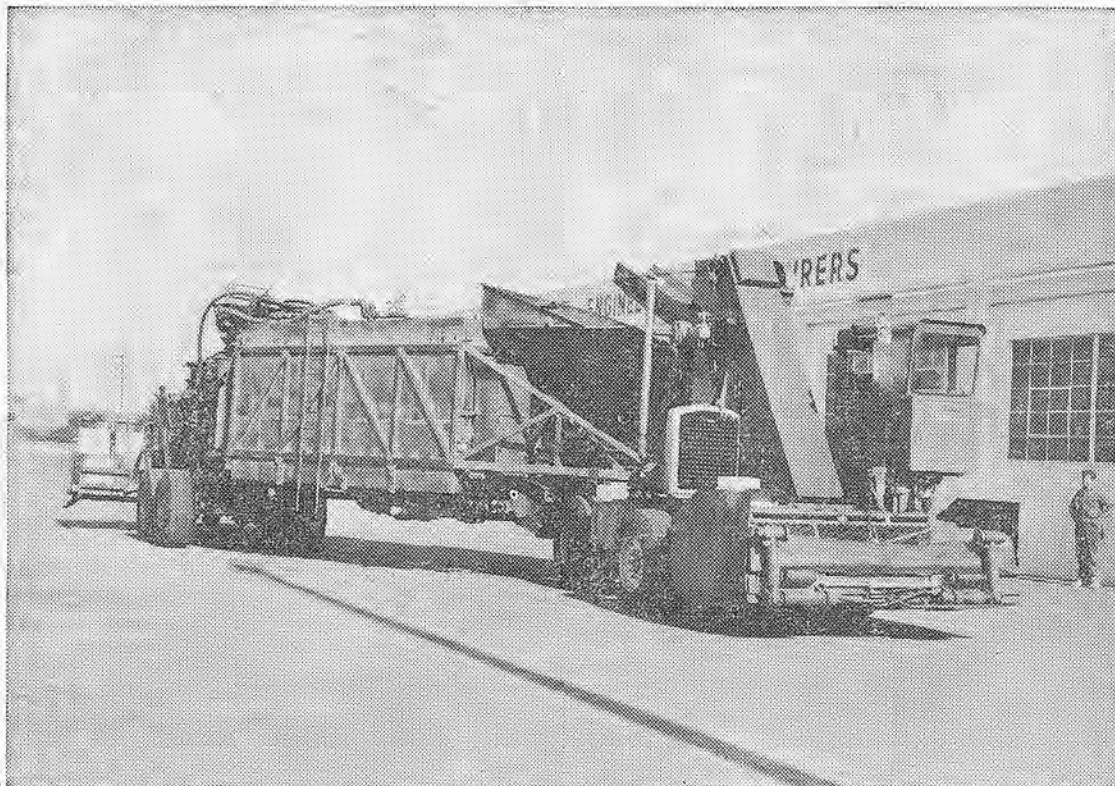
We predict that the old timers, in the Fresno area, will not recognize the City of Fresno by the

end of 1965, as it will be almost completely rebuilt in the metropolitan area. The rural areas will see a continued growth of Industrial installations and commercial construction.

We sincerely hope that what we have said will continue to be true, and lasting for years to come, and we are pleased to say that the Operating Engineers Local 3 membership has been a vital and contributing factor to the economy and growth of our district.

In closing, we of the Fresno office and staff, wish to express our thanks and appreciation for the support and cooperation of our members during the past year. We extend to our officers and staff in San Francisco the same thanks for the assistance and guidance during the past year.

Happy and Prosperous New Year to all.



AUTOMATION . . . this is the new slurry machine now in use in the Fresno area (see story).

## San Mateo Forcast

## 1965 - New Challenges, New Negotiations

By BILL RANEY and MIKE KRAYNICK

SAN MATEO—A New Year brings new problems and offers new challenges. Old problems need resolving. It is again a year of major negotiations for a new AGC contract that has the effect of setting a pattern for many others.

It is to be a year when Union solidarity is vital.

We must improve our skills; show responsibility; increase our productivity; be tolerant; show moral character and stand solidly together in "Unionism."

These are more than just platitudes. These are responsibilities acquired through the years, but even more so in the last year. We are a skilled craft in the eyes of the country, now that we have an established Apprenticeship Program. We more than ever must excel if we wish to gain our rightful increases in wages and working conditions. Modesty is an admirable trait, but we must be realistic.

We have certainly improved

the public image of the Operating Engineer. To keep this, we must earn the respect of the industry as well as the public. This quality of the public image has a direct value at the bargaining table.

It would be unrealistic to expect all the "goodies" each individual of our nearly 30,000 membership deserves.

The industry can reluctantly concede only so much at one time if it is to survive economically.

We must strive diligently and be willing to stand hard and fast.

After months of negotiations and countless meetings each side usually finds the maximums and the minimums it can give.

Then and only then does this exhausting system of collective bargaining hopefully pay off without the painful and debilitating effects of a strike or a lock-out.

With resolute firmness tempered with patience it will happen.

The system works, and no one has found any alternative method even half as effective.

The key is "Union" in all of its varied meanings.

The members have strength in their unification.

The employer has strength if he is able to weaken or split that unification.

The general work picture for San Mateo County looks excellent for 1965.

We are, of course, now in our most slack period with a large out-of-work list. The working list is, however, at least 8 times this figure. As usual there are no really large employers of engineers this time of the year but the hundreds of medium-size employers keep things rolling.

Foster City, San Mateo Bridge and Stanford Linear Accelerator keep many hundreds of engineers working even in bad weather.

Fisk, Firenze and McLean finally obtained a permit to start a new haul south of Foster City.

Hydraulic Dredging's "Pa-poose" finished the Redwood City Harbor job and moved across the bay. The DR-1 at Fos-

## Study Heart Failure In Cystic Fibrosis

LOS ANGELES—A battery of heart and lung tests has clarified the relation of cystic fibrosis to failure of the right side of the heart, a leading cause of death in that disease.

Drs. Arthur Moss and Richard Dooley of the UCLA Medical School Cystic Fibrosis Center have tested the hearts of 24 cystic fibrosis patients by a process known as catheterization. This consists of sampling pressures and measuring oxygen in the heart chambers by inserting a small tube into the heart via the veins.

They found that right heart trouble, or cor pulmonale, as it is technically called, was largely limited to late stages of the disease.

Lung function tests were also carried out. Those who did poorest on this test had right heart trouble, as confirmed by catheterization.

Since catheterization is a time-consuming and expensive procedure, it would not be done routinely on CF patients, Dr. Moss noted. Electrocardiograms are not reliable in the detection of right heart involvement in CF patients, he added. However, if the relatively simple lung function test demonstrates a vital capacity of less than 50 per cent, then right heart trouble should be suspected.

Transient infections superimposed on cystic fibrosis may cause a temporary condition of right heart disease, the UCLA physicians said. Careful medical management of these patients to prevent such infections will delay onset of permanent cor pulmonale.

Dr. Moss was also able to demonstrate by means of X-rays an enlargement of bronchial arteries in eight CF patients. He suggests that the chronic inflammation of the bronchi causes much more blood to flow through these arteries, leading to the pronounced enlargement.

ter City has been going through an overhaul but the DR-2 is still about with a sizeable crew working.

H. E. Casey bought the Ken Royce Batch Plant and now adds it to its string of plants that covers the peninsula. Along with Pacific Ready-Mix and B.C.B.M. the "three concerns own 10 batch plants in the county, with more plants proposed.

The shops such as Re-Al Equipment Company, Solveson Equipment Company, Barber Greene Company, George M. Philpot Crown Parts and Bayshore Tractor, show no signs of let-up and are working at full capacity.

Kaiser Steel has nearly finished pile driving at San Mateo Bridge, and will return to erect steel for Judson Pacific.

Bragato has a sizeable job at Foster City that awaits less adverse weather conditions.

It appears there is a good chance of many millions of dollars being spent on Junipero-Serra. We hope it will start this year. Also \$5 million on four railroad crossings and underpasses.



# Marysville Hopes for Good Year in 1965

By HAROLD HUSTON, W. R. WEEKS, CLAUDE ODOM, and RAY PHENNEGER

MARYSVILLE—As this article goes to the printer it is the sincere wishes of all the business representatives, who work out of the Marysville District office, that 1965 will be a lot more prosperous year to all the brothers and their families, than 1964. None of us are fortune tellers, but in taking a good look at all the new work to get started, and the old jobs still to complete, this is the only picture we can see. Even though many of our brothers did real well this past year, many were on a lot of small jobs of short duration, and thus fell short of their normal work year in wages received.

It makes us all real proud to represent brothers who believe in keeping our jurisdiction covered, even though it may mean taking a job of short duration. We request that all the brothers continue to give us the splendid cooperation in 1965 you gave us in 1964 and we will promise to continue to serve you to the best of our ability.

## SAFETY, CREDIT MEET

We want to give a "big thanks" to all the brothers and their wives who attended the meeting in Oroville and Marysville that were held this past month.

Safety is the responsibility of everyone both on and off the job. We urge all the lovely ladies to keep up the good work in bringing their husbands to the meetings. We want this keen interest to continue to grow in leaps and bounds. We are happy that so many of our brothers and their wives have been joining the Credit Union. Stop by the Marysville District office at your convenience and fill out the necessary cards to join. Our goal in this district is to see that all the brothers and their families belong to the credit union 100%.

## NEW WORK AT BEALE

All signals are "go" for the continued expansion of Beale Air Force Base. Stolte Inc., Santa Fe Engineering and D. Gerald Bing, have been awarded a \$7,297,649 contract which involves runway construction, maintenance shop, and operational apron, a fueling system, and aircraft test stand, a training building, utilities, roads and parking areas.

The project is designed to clear the way for assignment of 25 SR71 aircraft to Beale next year. Up to 2,200 additional personnel are to be assigned with it. The base now has about 4,000 military personnel. The SR71 has been described as the successor of the U2 "spy plane," such as the one which was downed over the Soviet Union. It can fly at altitudes of more than 80,000 feet at speeds of some 2,300 miles per hour.

The contract for the SR 71 facilities and a pending contract for construction of more family housing units will mean that more than \$12 million in work will be going on at Beale in the spring of this year. A total of \$5,472,000 has been released by the Air Force for construction of 337 more housing units at the base and officials at Beale said that bids on the housing project tentatively should be let in January and work should commence

some time in March. Apparent low bidder on construction of a gymnasium at the base was Don deRosa, Inc., of Auburn with a low bid of \$359,986.

Stolte Inc. have subbed the dirt excavation to G & H Construction Co. who have moved on to the job and are working when weather permits.

## PRE-JOB HELD

The past month a pre-job was held with the Guy F. Atkinson Co. of South San Francisco who submitted a low bid of \$15,248,037 for construction of the Thermalito power plant, four miles west of Oroville. The company plans to get work underway immediately, and try to work all they can this winter. The job will employ many of our brothers, with completion date scheduled for December 1968.

## NEW SPAN IN SUTTER

The Sutter County Board of Supervisors have officially accepted as complete the new Tisdale By-Pass bridge on reclamation Road in the Sutter Basin area, and included the new \$420,091.021 reinforced concrete structure within the county system of bridges for maintenance.

In addition to the cost of bridge, which is 32 feet in width and 1,509 feet in length, approaches from the realigned Reclamation Road at this point

also have been built. The contract for this work, costing \$63,895.76, went to Lentz Construction Co. of Sacramento. It comprises about two miles of roadway both sides of the bridge.

## DAGUERRE POINT DAM

Construction of the Daguerre Point debris control dam on the Yuba River is complete except for a few minor details. Bing Construction Co. was low bidder at \$1,113,145 in July 1963. The old debris control dam was washed out during flooding on the Yuba River in the winter of 1962-63 and the rehabilitation project included a completely new dam. This been a real good job for many of our brothers in this area.

## RELOCATION FOR ROADS

Agreements between the State Department of Water Resources and the County of Butte on relocation of two Butte County roads has become final. Both roads, the Oroville-Quincy Road and the Lumpkin Road to Feather Falls, are in the Oroville Dam area of the State Water Project.

The cost of the project, is estimated at nearly \$4.5 million. The route will run north of the Middle Fork Bridge across Canyon Creek and connect with the existing road four miles south of Bald Rock Road. The Lumpkin Road relocation will run from the Lake Wyandotte and connect

with the existing road, six miles from Feather Falls Village.

## CHICO FREEWAY

Initial construction on the third unit of the Chico freeway is moving right along. Graf-Vickrey-Dubach-Wunchel and Small are the contractors on this job with a low bid of \$3,814,978. Excavation work is being done near East Fifth Avenue and right of way clearing and grubbing from Cohasset Road north through orchards.

## TWO BRIDGES STARTED

Osborn Construction Co. of Redding has started construction of two bridges over the Thermalito power canal. The bridges will be built for the Oroville-Chico highway and the Oroville-Cherokee Road. Completion of this job is scheduled for August.

## INDUSTRIAL REPORT

Several plants and shops are slowed down. However, most are getting in at least a half week.

Yuba River Sand is bagging for shipment and supplying special mix for some of the plants.

Elmer Wendtz levee job is closed due to winter rains, but is keeping busy about seven or eight brothers laying rip-rap on three or four sites through January or February. Cobble is from Yuba Consolidated Gold Fields and Richter's Pit in Oroville.

Yuba Consolidated is working

## YOUR BLOOD NEEDED

Many of our brothers in this district and their families need your blood. We urge all the brothers and their wives to take a little time out from your busy schedule to donate a pint of blood to the Operating Engineers Blood Bank. The pint you give could save a brother's life. This mobile bank is at the Marysville Elks Club, 920 D Street the second Thursday of each month. The hours are 11 a.m. to 1 p.m. and 2 p.m. to 6 p.m. Also blood can be given at the Chico Center located at 169 Cohasset Road in Chico, every Monday from 4:30 p.m. to 6:30 p.m. Appointments should be made by calling 343-6071 in Chico.

three shifts six days a week with no loss of time.

Butte Creek Rock has cut to one shift. The brothers on this shift are getting forty hours a week, but do not know for how long.

A. Teichert's Chico hot plant has cut to one shift. About two more weeks will finish their black top and then the brothers will start a general overhaul on the plant. Three brothers are busy running the crusher supplying material for the hot stuff and building up their stockpile for future use. The brothers in A. Teichert's shop in Yuba City have enough repair work to keep them busy.

## Capitol Report

# Slab Creek Dam to Generate 200,000 Kw

By ERNIE NELSON, AL DALTON, CLEM HOOVER, ART GAROFALO and JERRY ALLGOOD

SACRAMENTO—Heavy rains, snows and strong winds have nearly shut down work in this area, and while this office dispatched 222 men during December, our out-of-work list is growing by leaps and bounds.

In summing up impressions of the Sacramento work area, all are in agreement that it was a good year. However, 1965 could be several notches better. About the only thing that didn't progress as anticipated was the apathy of members to contribute to the Blood Bank. Now may be a good time, as we are just about 30 pints short of a needed supply.

## SLAB CREEK DAM

A call for bids this month or next will be made for Slab Creek Dam. It is estimated the project will cost about \$6 million for a dam 230 feet high and 880 long. It will be of concrete arch construction, and will generate electric power for the Sacramento Municipal Utility District.

It will have a capacity of 200,000 kilowatts. Water will flow through a 24-foot diameter, five-miles long White Rock tunnel to the White Rock Power Plant, and will be completed in two stages. Excavation should start this year.

Building of the structure itself perhaps won't start until a year from now. The power house contract, however, will amount to nearly \$10 million.

Congratulations to Brother Jack Scogins and his wife blessed with the arrival of a new son recently. Brother Scogins is an oiler on the J. A. Jones job at

Robbs Peak power plant in the reservoir area of Union Valley.

## CLEARING STARTS

Fadel Construction Co., of Marysville, was low bidder and has started clearing on the highway 50 job. Completion is slated for 1966. Hiring is done out of the Sacramento office.

## HIGH COUNTRY STORY

Here in the high country, as you already know, we have had considerable bad weather. We had about four feet of snow up there and then came the rain.

French Meadows is almost full and still rising. The company lost a wet mix plant and office trailer on this job site and possibly more when a final check has been made.

Hell Hole Dam, which was just getting going, was lost. The water broke through after it had reached a depth of 50 feet or so.

The Hardeman job is down to standby crews and one shift.

The Rollins Dam is full of water and at this writing is holding fine. There is just a little concrete to pour and some clean up work, and Granite will be finished.

## SACRAMENTO AREA

The work picture in this area should be good in the spring when the weather is better. American River Constructors will have to go hard and Harde-man will have to do the same. We also have more highway work coming up.

Frederickson and Watson is going full blast on the Sacramento County Airport. Rains have shut down the job for a few days, but with some sun and

wind they will be starting up again soon.

N. P. Van Valkenburgh started the pipeline job at this project, but weather also shut down the job.

Peter Kiewit and Sons is going strong on its 29th-30th St. Freeway job until recent rains, and have moved in 2 Euclid rubber-tired rigs and started the dirt work on the second portion of this project. Also moved in is a G-1000 Gradeall to start the pipeline. George F. Casey Drilling Co. is drilling the holes for the columns.

Fruin-Colnon started pouring

the first of the many columns to go up for the W-X St. Freeway. There was trouble on the first one, but things are under control now.

Raymond Concrete moved in another rig to help with the pile-driving on this job. It will start on the west side of the river. Kaiser Steel Co. will be moving in on its portion of the project shortly.

Karpan Bros. of Sacramento was the low bidder on a million dollar pipeline job in the Fruitridge area. This is a real fine company and we are pleased to see them get a good job.

## Microwave Radio to Assist in Construction of Rapid Transit

A powerful microwave radio system, capable of transmitting both human voices and digital data, has been approved for use by the Bay Area Rapid Transit District.

B. R. Stokes, BARTD general manager, said the system will be used initially by District engineers for supervision of construction, but will eventually become a functional part of the 75-mile rapid transit network.

"The microwave system will expedite our construction program by enabling BARTD engineers to maintain close communication throughout the three-county District," he said.

About 900 engineers and technicians will be working on the project during peak construction.

"When trains begin opera-

tion," Stokes said, "the radio will also be used to control the dispatch of electric power to trackside, possibly for transmitting data for automatic fare collection, and for other purposes connected with maintenance and control of the rapid transit network."

The radio system, approved by the Federal Communications Commission, will require microwave towers on San Bruno mountain in San Mateo county and Mt. Diablo in Contra Costa county. Electronic beams transmitted between the towers will permit free two-way voice communication between mobile units on the ground and the main dispatcher's office in BARTD's San Francisco headquarters. The system will begin operation next March.



## Santa Rosa

## Great Rains, High Rivers Hit Area

By RUSS SWANSON and  
LOU BARNES

SANTA ROSA—Santa Rosa was faced a big water problem during the recent series of floods which hit the majority of the Redwood Empire. However, the situation has calmed down considerably and snow is sticking on the mountains, thus lowering the water levels in the streams and rivers. Willits has about four inches of snow in the middle of town, which is a rarity.

There have been many calls coming in from members making themselves available for any kind of work. As of this writing contractors of the area have many engineers already working at various washouts, bridges, slides, and we have not been required to go out of this area to supply men needed. In all instances, we have tried to explain the situation, and we appreciate that there are so many volunteers among the Operating Engineers, who are willing to work under the most hazardous of conditions.

There are many stories which can be told, but here's one story right close to Santa Rosa in the town of Geyserville.

A Brother member of Local 3, Leo Beers is the Fire Chief in that community. He worked untiringly throughout the worst of the storm and directed the rescue operations for those stranded persons whose homes were inundated by the heavy flow from the Russian river. Brother Leo Beers is given a real vote of thanks for upholding the standard of Operating Engineers.

As it turns out, our neighbors to the north have been hit harder by the floods than we have, and know the same type of work that Leo has done is typical of the many good deeds which the Operating Engineers are doing in other areas.

The present flood report is as follows: Mopping up operations at Russian River area, from Rio Nido to Monte Rio, where the flood waters were as destructive as 1955 flood. Geyserville with the water down, and people back in their homes; Ukiah had many evacuees, but at present they have returned to their homes and are cleaning up.

Arthur B. Siri Co. and George Carr, are working on the Railroad bridge which was washed out at Calpella; Highway 20 from Upper Lake to Ukiah, closed; Highway 101 above Willits closed due to washouts; Highway 128, closed at Navarro; Highway 128, closed at Garcia River; Highway to Covelo and Dos Rios closed; Laytonville with one way traffic.

This is a partial report, but as can be seen the floods were destructive and it will be some time before things are back to normal and the true extent of the damage is known. Our sincere sympathy goes out to Engineers whose homes and properties have been destroyed.

## THE PROSPECTUS

In the future: From all indications the coming season should surpass all previous years in the construction industry. The Federal government released a large sum to California, and this along

with the State budget runs a little over \$950 million for the entire state. The northern counties receiving a record \$81,511,000. To the earth moving industry this is an increase of \$45 million over the '63-'64 budget.

We recently received word there have been new assurances from the Bureau of Reclamation that they were proceeding with

plans to run the Eel River water through Clearlake in Lake County. This word came through the office of Congressman Leggett. He seems to think that his office can push this bill through. We have had no new activity so far as new jobs in the area since our last writing, and the weather report is still against us.

With deepest regret we re-

port the death of a brother, Lee Chappell, who was flying his 172 Cessna from the Santa Rosa airport to Ukiah and was killed instantly when he crashed in the hills near Cloverdale.

## BROTHER IN NEED

About three days before Christmas, Brother Arthur Wisterman lost his entire home, furnishings, and clothing because

of fire. Nothing was left for Brother Wisterman and his four young children except the clothes on their backs. They are in 'dire' need — especially for shoes in the following sizes; 8½ and 7½ Boy's sizes 5 and 1 and a teenage girls size 7½. They also are in need of chests of drawers or any furnishings you think that you might share with a brother. Please send anything you can spare in care of this office. Thank you.

To one and all we sincerely hope that the forthcoming year will be a happy and prosperous one.



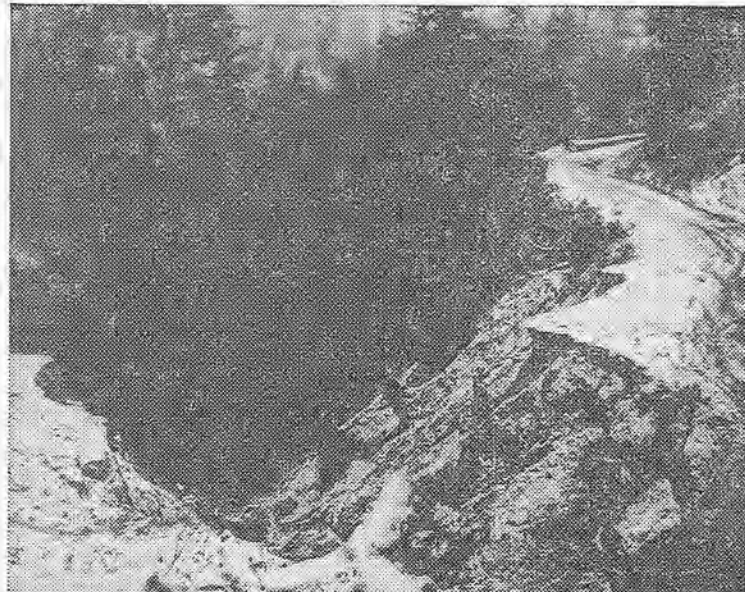
**ENGINEERS HELP . . .** Leo Beers, at left, is shown on outskirts of Geyserville lending a hand as Sonoma County, too, was hard-hit by floods from Russian River. Brother Leo directed rescue operations for the Coast Guard and Army units. Note people at right and boy with his dog.



**END OF THE ROAD . . .** ahead of these pickups and drainage pipes is a big hole in Highway 101 going north near Cummings. Emergency crews were dispatched immediately all traffic was halted. Back roads were unsafe to travel, too.



**TWISTED BRIDGE . . .** torrential waters washed away and undermined this vehicle bridge near Calpella in Mendocino County, isolating and stranding hundreds of persons and interrupting highway traffic in the vicinity.



**CAVE IN . . .** on Highway 101 near Cummings completely closed this road to vehicular traffic as rains and swollen river undercut road.



**REPAIR CREW . . .** washout of Highway 101 near Cummings received prompt attention from Operating Engineers working for Absco Paving. Rig operators are John Bottani and Ted Siri. Crews worked night and day keeping highways repaired.



**EMERGENCY WORK . . .** railroad bridge near Calpella, Mendocino county, was washed out. George Carr Co. is repairing it with Brothers Everett Sasser, Charles LaDelle and Earl Wallace on the equipment.



## McCloud-Pit Project

Continued from Page 1—

tributary of the Pit, but both streams now flow separately into Shasta Reservoir.

The Pit, some 200 miles long, falls sharply in its winding course through precipitous canyons.

### POTENTIAL NOTED 1883

The Pit's hydroelectrical potential was first noted as long ago as 1883—four years after the world's first station for commercial electric service was built in San Francisco.

The entire project is connected by a series of tunnels and dams. To start this work, the utility company first constructed 39 miles of haul roads and five bridges. Timber was harvested, construction camp houses built, mess halls, dormitories and recreation facilities set up and the sites supplied with sanitary facilities.

### 15 BILLION KILOWATTS

In the McCloud-Pit Project the company is simultaneously building four dams and reservoirs, an afterbay regulating dam, 10 miles of tunnels and three powerhouses which will produce 1.5 billion kilowatts of electricity annually. With peak employment, over 1200 men are working on the various projects, which includes contractor and company employees.

McCloud dam is located 15 miles south of McCloud city. It is an earthfill dam which will be 235 feet high and 630 feet across the crest and contain 1.5 million yards of pervious and impervious material.

The recent rains and snows created a major setback when the McCloud diversion tunnel stopped up and water "flooded" the McCloud River. This washed away several months work downstream and isolated equipment when an access bridge was carried away, too, during the December floods.

Pit 7 dam is six miles below Pit 6 dam and is located at high water level to Shasta Reservoir. It will stand 245 feet high above bedrock and crest length is 905 feet, containing 251,400 yards of concrete.

During the recent flooding Morrison and Knudsen lost its construction and repair shops and the powerhouse below the dam was inundated when a coffer dam broke.

The three hydroelectric power plants in the McCloud-Pit project will bring to 71 the total of the utility's holdings, and make it the largest investor-owned hydroelectric system in America.

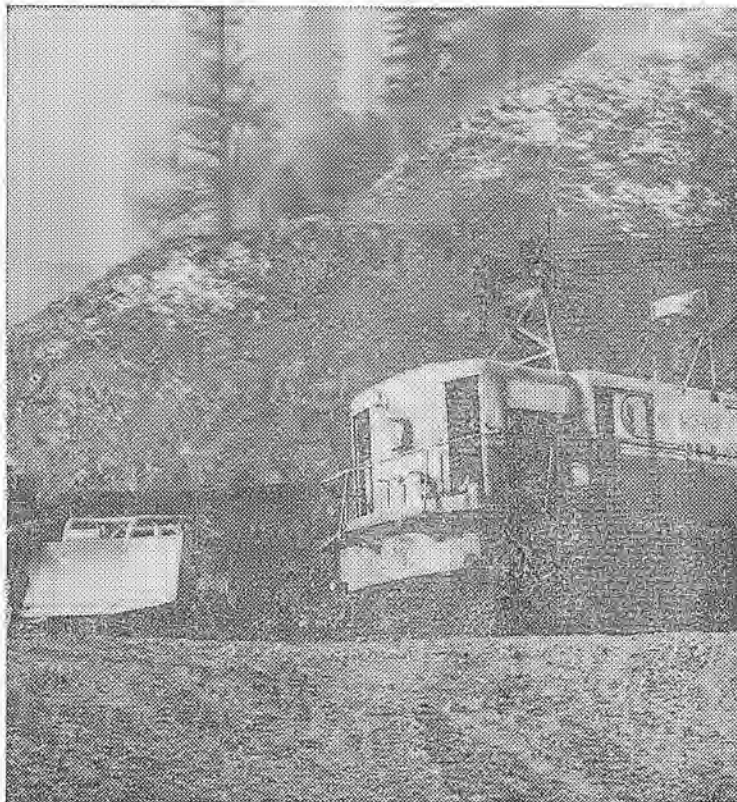
## State of the Union In a Nutshell

Here are the key points in President Johnson's State of the Union message made this month. He will be inaugurated Jan. 20.

Proposed: excise tax cut; increase aid to education and anti-poverty; medicare for elderly under Social Security; overhaul immigration laws, Electoral College and government machinery; end pollution of air and waterways and control and prevent crime and delinquency, and an all-out "war against waste and inefficiency."

Expressed hope that: Soviet new bosses will visit U.S.; he will be able to visit Europe and Latin America this year and peaceful trade between U.S. and Communist nations.

# McCloud in Pictures



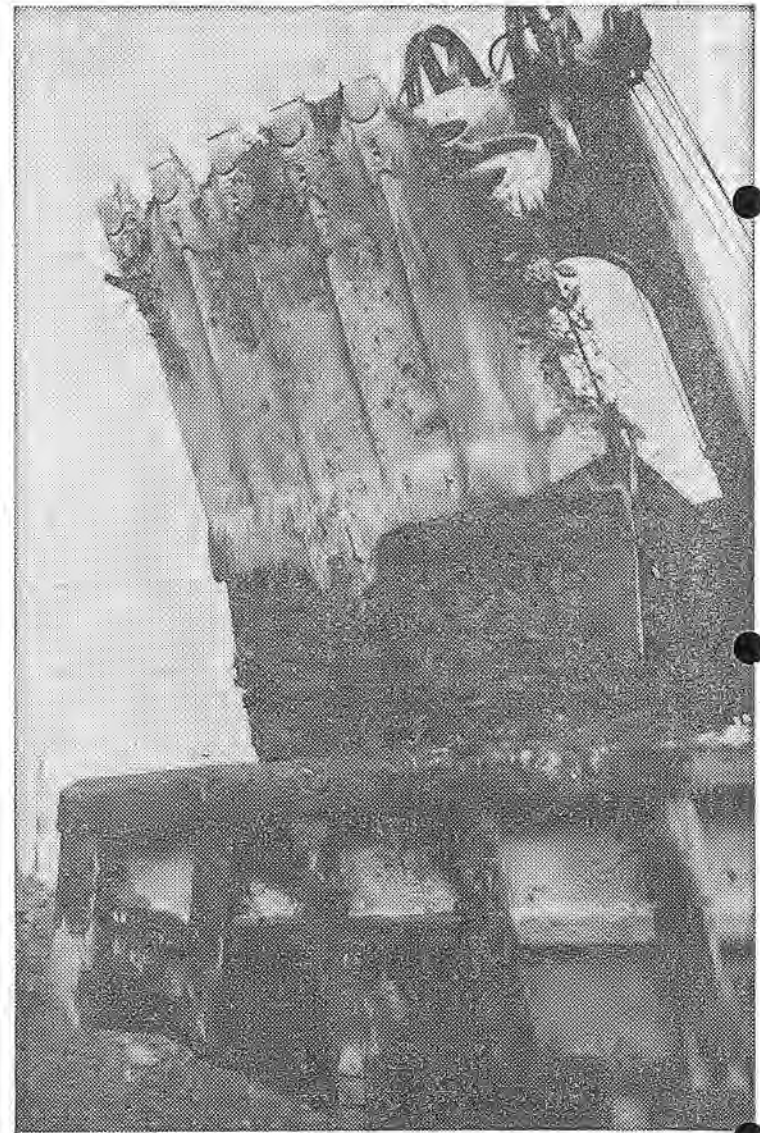
**ISOLATED . . .** this Bucyrus-Erie 88B shovel and D8 dozer-ripper are high on a hill isolated by floods. Equipment is working for Kiewit and Sons stockpiling and placing material for McCloud Dam.



**ONE DOWN . . .** the recently completed southbound Scotia bridge on Hy. 101 was washed away by high water, which at its peak covered both bridges. The old bridge at left is standing.



**STORM . . .** heavy rains washed away coffer dam below Pit 7 on McCloud-Pit project, inundating powerhouse, batch plant and stockpile, and construction sheds to left.



**BIG BITE . . .** this Bucyrus-Erie 88B, at McCloud Dam, drops a big bite of material in haul truck. This was taken one week before heavy rains washed out access bridge and isolated all equipment.



**DISAPPEARED . . .** stockpile shown here at McCloud Dam was washed downstream during December floods. Stockpile is shown with diversion tunnel which became cluttered up with debris causing stoppage and "flooding" of McCloud River. Flood wiped away several months work by Operating Engineers and isolated equipment on hill.

**VISIT BLOOD BANK;  
GIVE FOR ENGINEERS**



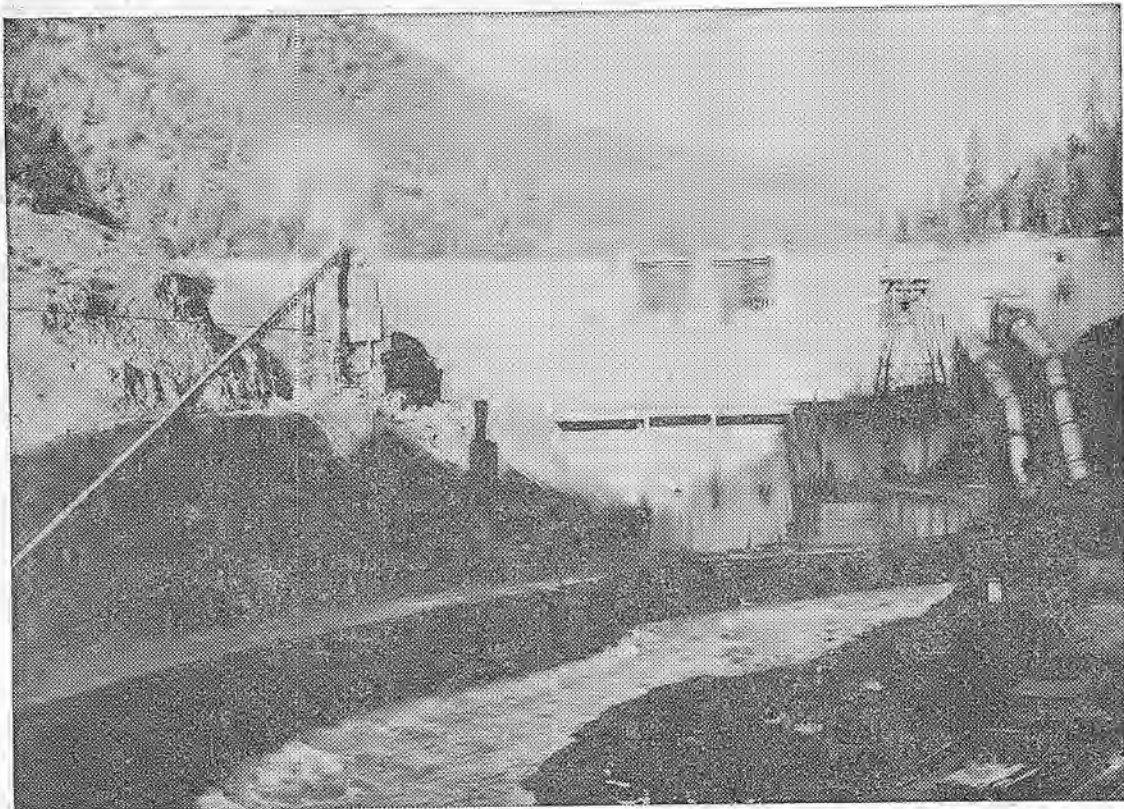
# A Wintry Scene in the Pines



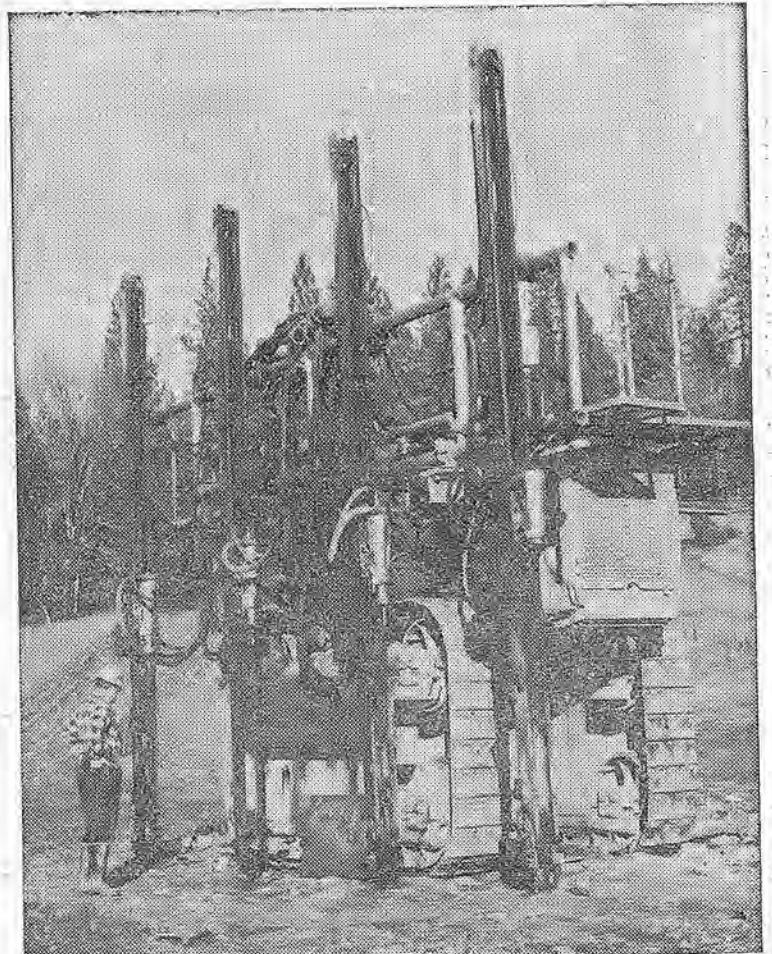
**SNOWBOUND** . . . construction roads to Hawkins Creek were dotted with heavy haul trucks and stalled vehicles. Fog shrouds most of area shown here, while a scraper churns away leveling muck hauled out of Portals 6 and 7 at McCloud-Pit Project.



**WINTRY SCENE** . . . at the P. G. & E. McCloud-Pit project near Redding. Dry mix batch plant is set up outside Portal 6. Motors travel between Portals 6 and 7 at bottom of picture.



**PIT 7 DAM** . . . shown here is coffer dam to left which was washed away during December floods by hydro-action of water shooting from discharge tunnel to right. Conveyor belt, left, was undermined and toppled in twisted mass. Construction shed, right, was washed downstream.



**SPECIALTY RIG** . . . this quad-drill, a D8 cat, is used in river to breakup bottom rock. Note size compared to man in picture.



**DISLOCATED** . . . this bridge at Arlynda Corners, near Ferndale, was jarred loose from its mooring as raging river washed footings away. Note electric pole leaning to left.



**STOCKPILE** . . . this portable crusher and conveyor is placing impervious material for Kiewit & Sons at McCloud Damsite. Bridge is left center was washed out 9 days later by floods.



## Unique Weather

## Utah Hit by Winds, Rain, Snow

By HUGH BODAM, JAY NEELEY, MERLIN BOWMAN, JOHN THORNTON, LAKE AUSTIN, and VANCE ABBOTT

SALT LAKE — Utah has experienced a deluge of adverse weather which brought high winds, torrential rains and finally snow with freezing temperatures. From all indications we will have a frigid January, which is needed to hold the snow in our mountain water sheds.

However, we hope Mother Nature will be kind in bringing an early Spring so the wheels of construction can start turning again. Despite the severe weather here, we can be thankful that it was not as severe as many other states are experiencing.

According to statistics, 1964 did not measure up to the last two previous years in public works and utility construction.

It was down just 10 per cent from a year ago, with the total figure of \$88,600,000. However, it should be noted that this category had a 44 per cent increase in 1963 over the previous year's rousing period.

Total construction in Utah, by bureau estimate, will be about \$254,900,000 compared to \$333,768,000 in 1963 and \$275,097,000 in 1962. Although 1964 showed slack and leveling in the building field, highway and heavy construction continued strong.

For 1965, there will be a speed-up in construction, both public works and private construction. Much work on the drafting boards will be advertised for bids this coming year. The tally of Interstate highway construction figures totaled about 45 million dollars. These figures came from the "plan room" of the AGC where plans are on file for bid.

Jack B. Parsons is trying to work on the freeway outside of Ogden. They shut down for the holidays, but intend to start back on the 4th of January, weather permitting.

Gibbons & Reed is trying to work on the project at the mouth of Weber Canyon; however, they suffered a set back when a flood washed down through the canyon and destroyed the footings.

John Sundwall Company is still excavating the keyways and are down below the water levels and have about thirty feet to go before they can start to build. They intend to blast all winter and will keep a few of the Brothers working.

Work from 9th South to Point of the Mountain is down until the Spring thaw. A couple of the dirt contractors have a few Brothers working whenever possible but more generally it is a break even deal.

Gibbons & Reed laid off quite a few of the Brothers but is trying to do some freeway work. The Parley's Canyon job is still working every day possible, and the crew at Copperton is getting in a few days per week.

Strong Construction is wrapped up for the season, and Tiago Construction Company has laid off its crews. About the only construction going on is with the Kennecott Copper properties. Western-Knapp Construction Company has eight Brothers working on Little Canyon just west of Magna, Utah, and as the equipment comes in we are able

to place a few of the men. There is a lot of dirt to be moved on this job, and provided the weather doesn't get too cold, this job may go all winter.

Kaiser Engineering is starting to hire a few Engineers on its job at the smelter. The work is in very cramped quarters right now, and it will be awhile before they can get some room to work in but as soon as they can get the equipment in they want to keep working. This will be about a two year job. Also, at the smelter, A. J. Mackay has six Operating Engineers tearing down old buildings, and as long as the Operators can work outside, this phase of the work should keep going.

Stearns Rogers Inc. has a small job in very cramped area and they are working two shifts trying to keep on schedule. Bechtel Corporation has opened an office in Bingham Canyon, but they won't be able to start on their work for about another six weeks or two months.

At the Kennecott Mine in Bingham Canyon, the rough draft of the agreement was finally passed, and by the time this is printed the agreements should be in and given to the membership. The training program is still working trying to catch up. We still have some problems on the job evaluation program that should come to some kind of results before too much longer.

#### PROVO AND SOUTHEAST

The Holiday Season has left with new snow and few jobs running to start 1965 in Southern Utah. Consequently, our recent optimistic outlook hasn't materialized.

The State shut down several

jobs in the area because of temperatures too low for fill compaction. Lowdermilk Company is one company affected with the upper contract in Price Canyon not allowed to start, and only limited work on the lower end continuing where the rock material can be wasted.

W. W. Clyde Company was low bidder on an earthfill dam in Emery County. This is the Huntington North Dam located a few miles from Huntington. According to the information from the pre-job conference, work should start in February or March.

R. A. Heintz Company has shut down completely on the Huntington Canal and won't be resuming until the weather warms up.

S. S. Mullen Company has started work on their new highway 95 job from White Canyon to the Colorado River. A few additional engineers will be called after the crew from Joe's Valley Dam is transferred to the new job. At this writing there are seven engineers on the job.

Strong Company is in an area where they are able to continue work so far. They have most of the major cuts out of the way on their Interstate 70 job and are continuing on a one shift basis.

#### PROVO AND SOUTHWEST

We trust that everyone has enjoyed a good Holiday Season and that the new year will bring forth a greater amount of happiness and prosperity.

We have had a unique winter. December brought near records of high and cold weather and a record amount of heavy rains, winds and even thunder showers. Brother Roger Millett had his

trailer house blown over in transit near Marysville, Utah, causing extensive damage to it and his belongings.

There is very little work still going in this area. Stout, V. C. Mendenhall and Whiting Brothers in the south were forced to close down until Spring; Stratton Brothers at Bull Frog also closed down for the Holiday Season. This is a job that is in a very remote area accessible only by air and water. The crew is flown to Hall's Crossing then taken across Lake Powell on boats. Eventually there will be paved access roads to these recreation areas but now it is isolated.

The Iron Mines at Cedar City have held up very well this year with very little cut back. Outside of this operation, it is very slow in this area.

In the Provo area, W. W. Clyde closed down its I-15 job at Payson with the exception of some work on one structure. They have attempted to keep one shift going on the Slagg Haul on their Springville Section of I-15, but it has been a battle. Some preliminary work is being done on the University Avenue approach to I-15 here in Provo. This is about the extent of the present work picture. However it does look bright as soon as the weather will permit its resumption.

Special notice for Rock, Sand & Gravel employees working in the Salt Lake City area—Meetings will be held each Fourth Tuesday of each month at Engineers Hall, 1969 South Main Street, Salt Lake City, Utah at 7:30 p.m.

## State Code Requires Labor Camp Register

SAN FRANCISCO — Ernest B. Webb, Director of the State Department of Industrial Relations, announced recently that registration forms are being made available to thousands of California employers for registration of the housing facilities they provide their employees.

The State Labor Code requires owners and operators of labor camps to register such facilities prior to January 31 each year with the State Division of Housing, Department of Industrial Relations. The Labor Code defines a labor camp as "any living quarters . . . or other housing accommodations maintained in connection with any work or place where work is being performed . . ." and applies to housing for five or more employees.

Registration forms have been sent to the owners of some 7,000 labor camps which are of record in the State. Labor camp owners and operators who do not receive forms in the mail will be able to obtain them from local offices of the Division of Housing.

Francis Dunn, Chief of the Division of Housing, said about 85 percent of the labor camps are agricultural, 5 percent railroad, and 10 percent construction.

The Division is responsible for enforcing minimum health and safety standards in labor camps.

Under the law, employers are required to register existing camps and to give the Division of Housing advance notice of plans to establish new camps.

One of every four of the approximately 20 million apartments in the United States is partly or wholly air-conditioned, say Carrier Corporation engineers.

## Apprentice Corner

# Special Skills Needed to Aid Flood Victims

By DANNY O. DEES, ART PENNEBAKER, BOB LONG, ED MIDDLETON, JACK McMANUS, and LOU JONES

This is the time of the year for storms, rain, bad weather and foul weather gear. But no one ever expected it to be this foul!

It has been the worst holiday season on record for many persons in the northern part of the state. Bridges, highways, homes, property, equipment have been lost or floated out to sea.

What can be said at a time like this, except, let's get back to work and clean up the mess and build a better and stronger way of life than before.

All men were laid off in the Eureka area, but we feel sure they're back on "a clean up job," now. Christmas Eve, Moseman's rig was clearing debris from drains on Highway 101 near Arcata. Tiny Husted and Orby Beck were on the job, and with other disaster workers, had a busy Christmas Day.

The Marysville-Oroville area is at a standstill due to flooding, but Oroville Dam has already more than paid for itself. The earth-fill dam had a moisture content of only 4 per cent after 10 days of rain and water impoundment. It has been designed for 18 per cent.

The dam impounded 350,000

acre feet of water during this time and should be credited with saving towns along the river below it from heavy damages as occurred in 1955.

We hope the proper people saw the wisdom of this type of construction and soon begin jobs in other areas to harness raging flood waters.

The disaster all over the state points out the importance of skilled Operating Engineers to cope with the ravages of Mother Nature on a rampage. It takes qualified and special skills to rebuild, repair, clear and clean up and this is a massive job.

On another question which has been bothering many of us lately, is the matters of drivers' licenses for our men to operate equipment on the highways. The following is reprinted from the California State Department of Motor Vehicles:

**6.201 Eligibility**  
Licensees holding valid California drivers' licenses in any number or letter class, or operators' or chauffeurs' licenses which are still valid, may request an exchange to an equivalent or higher class at any time prior to 60 days before date of expiration. (If an operator, chauffeur, or letter-class license will expire within six months, the application should be for renewal). If the exchange is to an equivalent class (see Sec. 6.113), no tests of any kind are required. If the exchange is to a higher class, all required law and driving tests for the higher classification must be

given. Under certain conditions (see Chapter 9), a Certificate of Driving Experience or Training (DL-170) may be accepted in lieu of the special driving test required for the new class. Change of class may only be to one of the number-class series.

**NOTE:** Applicants in the armed forces holding California operator, chauffeur, or letter-class licenses which have been extended under Sec. 12817 V.C., who desire to exchange their licenses for an equivalent or higher class, must make renewal application, pay the usual \$3.00 fee, and pass the required tests.

**6.205 Procedure**  
a. Prepare a new "no fee" application showing the proposed new class and all new information on the face of the application (except that a new vision test is not required.) Place the words "No Fee" and the code "XX" on the fee line. Attach the previous license to the exchange application.  
b. Give the law test for the new class desired (see Sec. 17.201 et. seq.), unless the exchange is to an equivalent class, in which case no tests of any kind are required. If the applicant fails the test, place the application in the holdout file and allow him to retain his previous license. Inform him that he may try again at a later date. The "three-time failure" rule does not apply in cases of no-fee exchange.

c. If the applicant passes the law test, and indicates that his employer will be able to furnish him with an experience or training certificate, follow the procedure outlined in Chapter 9.

d. If the applicant is not prepared to take the appropriate driving test, allow him to retain his previous license and issue an instruction permit made valid for 60 days. A "special" DL-22 temporary license may be issued if the examiner is satisfied that the applicant has previously been licensed in the requested class or its equivalent. The "special" DL-22 is a regular DL-22 temporary license having the following statements written or typed on the reverse: "TEMPORARY FOR CLASS INDICATED PENDING COMPLETION OF TEST REQUIREMENTS."

In either case, attach a DL-11 to the application explaining the return of the license to the applicant or

justifying the issuance of the DL-22. Place the application in the holdout file.

## DISTRICT MEETINGS

### JANUARY DISTRICT 7

#### Redding

Jan. 13, Wednesday.  
Engineers Bldg., 100 Lake Blvd., 8:00 p.m.

### DISTRICT 6

#### Oroville

Jan. 14, Thursday.  
Prospector's Village, Oroville Dam Blvd., 8:00 p.m.

### SUB-DISTRICT 1

#### Honolulu

Jan. 20, Wednesday.  
I.B.E.W. Hall, 2305 So. Beretania St., 7:00 p.m.

### FEBRUARY DISTRICT 3

Stockton, Feb. 2, Tues., Engineers Bldg., 2626 No. Calif. St., 8 p.m.

### DISTRICT 9

San Jose, Feb. 3, Wed., Labor ple, 45 Santa Teresa, 8 p.m.

### DISTRICT 8

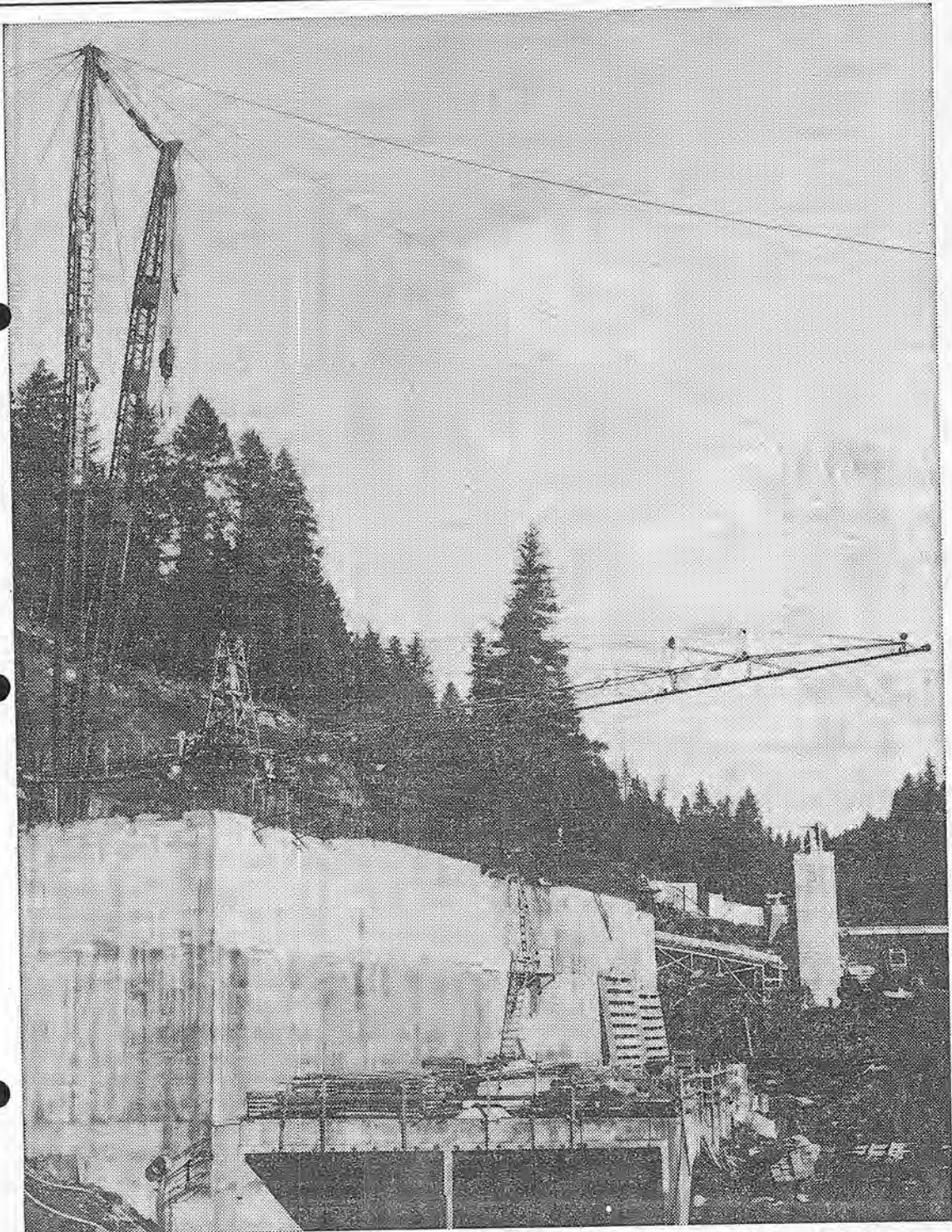
Sacramento Feb. 9, Tuesday, C.E.L. & T. Bldg., 2525 Stockton Blvd., 8:00 p.m.

### DISTRICT 2

Oakland Feb. 11, Thursday, Labor Temple, 2315 Valdez St., 8:00 p.m.

\*\*Election of Grievance Committee delegates shall take place at the first District Meeting of the year in each respective District.





**POWERHOUSE** . . . at McCloud-Pit will have 155,000 kilowatt capacity. Guyed derrick at right will lay in 5700 feet of 15-foot diameter penstock. Climbing crane handles concrete pour with discharge portal at bottom. At right, background, is batch plant.

## Large Investors Develop Island Economy, Spurring Construction

By HAROLD LEWIS, BERT NAKANO, CLARENCE FRIEND, and WILFRED BROWN

HONOLULU—The hustle and bustle of another joyous holiday season gone by is now a wonderful memory. Let's put these memories behind us and look towards the future.

Million-dollar corporations are investing heavily in Hawaii's economy and stepping up the construction tempo to great heights for '65.

Some of the investors are nationally well-known, and others have had little recognition until they made their influence felt here.

Henry J. Kaiser, an early pioneer investor in Hawaii, has carved his way to the top in the construction field, especially in the Hawaii-Kai area, including a cement plant in Nanakuli which is estimated at \$350 million.

Some of the nation's top construction firms here have total interest in Hawaii.

Reed & Martin International recently was the low bidder at \$2,036,858 to construct 100 units of family housing for Army personnel at Schofield barracks. Work will start this month. The firm presently has about \$22 million in construction contracts, principally on Oahu.

Swinerton, Walberg, and West-

gate, of California, has over \$7,000,000 in major projects here and on the island of Maui.

Haas and Haynie, international contractors, has a program to construct another Sheraton Hotel in Poipu, Kauai at a cost of \$8,100,000 after completing the Rockefeller Hotel on the Island of Hawaii.

Del Webb Corporation, one of the most recent development firms to enter Hawaii's construction market, has a \$7 million housing contract to last till mid-July of '65.

Blackfield Associates has interests all over Oahu, and \$15 million in projects planned for development in the next five years. Thus far, Blackfield has invested about \$45 million since 1957 in developing 600 acres and more.

Laurance Rockefeller is adding a new dimension to the tourist outlook on the Big Island, with a \$15 million Mauna Kea Beach Hotel and golf course resort at Kawaihae. The project is expected to be finished by mid-'65.

The Janss Investment Corporation, of California, plans a \$60 million long-range complex of hotels, shopping center, golf course, convention facilities and homes to start the early part of February or May.

Hauole Makahiki Hou (Happy New Year in Hawaiian) to all of you from all of us.

## Rains Halt Jobs In Vallejo Area

By AARON SMITH

VALLEJO—Many of the large jobs in this area were nearly completed—then the winds and rains came and deluged everything.

Darkenwald, M & K, on the Benicia-Cordelia freeway project is about 90 per cent complete on the excavation work. They have joined with Westbrook on the Lake Herman Road to keep their men and equipment busy while applying the finishing touches.

Industrial Asphalt is rebuilding its hot plant during the bad weather seizure, and will be ready to lay down the "hot stuff" when the call goes out.

Rush Construction Co. stopped crushing rock because of inclement weather conditions. The company has assured us it will resume work as soon as practicable.

Parish Brothers, of Benicia, is nearly 80 percent finished on the dirt work at the Vallejo Marina project.

On the other hand, Gordon Ball and Syar & Harms settled back to "wait out Winter," on their Highway 40 improvement programs. Syar & Harms, however, is keeping its shop busy.

We hope 1965 brings with it a few big jobs to get things rolling here again. Best wishes for a properous New Year.

# Personal Notes

### OAKLAND

Brother Ted Harris is home recuperating from a back injury which kept him in the hospital for two weeks. A speedy and complete recovery is wished to Brother Ted.

Congratulations are in order for Brother Oral Diamond and his wife. They are the proud parents of a baby boy, Douglas Dean, born December 15.

Anyone interested in hiring a chorus girl might contact Brother Bill Thisby. Hear that he had occasion to perform as one, and the act was hilarious.

### EUREKA

Congratulations to District Representative Ray Cooper and his wife, Margie, who were blessed with a daughter, Diane Ray. Brother Cooper is doing fine!

### SAN RAFAEL

The best of luck to Brother C. W. "Doc" Sherman, who retired December 1.

Congratulations to Brothers Utah Tim Cox—father of a new baby girl. This now makes the score: 6 boys and 4 girls! To: Brother Bob Hiltz, father of a boy, who made it just in time for a 1964 deduction.

Congratulations to Brother Frank Gardner, Jr., on his recent marriage. The lucky girl is Alyce. Also to Brother Bob Bynum on his recent marriage; Joanne is the lucky girl.

Best wishes for a fast and speedy recovery to Brother Lott Hackney, hospitalized at Marin General.

### SAN JOSE

Roy Lynn, an employee of Granite Rock has been very ill. Our sincere wishes for a speedy recovery.

Leo Burke and Ed Derrick are still ill and we sincerely hope they will be feeling better soon.

### STOCKTON

We received a letter from Brother Clyde Dunsing, who is working on Johnson Island for Holmes & Narver. Brother Dunsing reports it recently rained 9 inches in 10 hours on his job.

Our sincere sympathies to the families of Brothers Roy O. Wood, Noble Beckham, Albert Nunes and Roy Wallace, who have passed away in the past month.

### SAN MATEO

Hospitalized during December were: Brothers Art Cuddeback, Harold Logue, and Gordon Russell in Penninsular Hospital. Tom McGarvey was injured and was in the same hospital. A speedy recovery to all.

Condolences to the widow and relatives of Brother Manuel Osorio, of Redwood City.

Blood Bank donor and hero for the month is Jeck Kelly.

We sincerely appreciate the cooperation and help of all Stewards and Safety Committeemen during 1964.

### SACRAMENTO

The office is holding mail for the following: Frank Beams, Bud Begley, John Neal, Walter Reick, Cecil Schrader, Bert Sparks, Ted Ward and Emery Williams.

## Obituaries

Name	City	Init. Date	Date of Death
Aldo Anderson,	Palo Alto, Calif. ....	6- 2-56	10- -64
Noble Beckham,	Stockton, Calif. ....	4- 7-56	11-19-64
Lee Chappell,			
Redwood Valley, Calif. ....		8- 6-61	12-17-64
Rudy Clay,	Butte City, Calif. ....	3- 6-43	12- 3-64
J. L. Jolly,	San Francisco, Calif. ....	10- 4-41	12-13-64
Delvin Kerns,	Lincoln, Calif. ....	8-17-40	12-20-64
Jack Looney,	Danville, Calif. ....	12-22-63	12-11-64
Albert Nunes,	Ripon, Calif. ....	10- 7-62	11-23-64
Manuel Osorio,			
Redwood City, Calif. ....		9- 5-42	12- 5-64
Merle VanCleve,	Placerville, Calif. ....	11- 4-44	12-17-64
Roy Wallace,	Stockton, Calif. ....	2- 3-45	12- 4-64
Harry White,	San Francisco, Calif. ....	2- 3-45	12-13-64
William Wilcox,	Willits, Calif. ....	12- 3-55	12-13-64
Arthur C. Wright,	Los Altos, Calif. ....	8- 5-44	12-19-64



Reno Report

# Interstate 80 Contracts Fixed for Spring

By NORRIS CASEY,  
BU BARKS, GAIL BISHOP  
and JACK BULLARD

RENO—The housing projects have really slowed down the last six to eight weeks and with the snow and rain alternating on a day to day basis, it seems to be the pattern for some time to come.

Work is progressing on some high rise building both in Reno and Carson City.

The new parking complex was opened to traffic on December 18th and has helped ease the parking problems in downtown Reno. Our thanks to the First National Bank of Nevada and a very fast job by the Dixon-Tiberi Construction Company.

New apartment houses and motels are under way at this time with Excavation and Building construction moving rather nicely considering the inclement weather. These projects are expected to be ready for use in the next tourist season.

The Nomellini Company is making good time on the footing excavation for the new Sewage Treatment Plant.

Robert L. Helms has a 48-inch feeder line well under way; also

in conjunction with the plant.

The Convention Center is somewhat at a standstill due to the weather.

Most of the highway work around Reno is shut down with the exception of some crushing.

Industrial Construction Company has started on the fill for another section of Interstate 80 at Brady. This job can move despite the weather.

Isbell Construction is also getting under way with the State Route 95 job between Silver Springs and Wabuska. This job can also be worked all winter.

## YEAR LOOKS BRIGHT

According to our sources of information, the work year ahead is very bright.

There are two more sections of Interstate 80 coming up early in 1965. This work will be done within the city limits of Reno and Sparks.

The building of apartments, high rise buildings and the expansion of various casinos and business buildings, looks bright.

Anaconda Company employees, have been on a six-day work week for all of 1964, and the future looks just as good.

A new contract has been com-

pleted and a new health plan for the 450 employees in this mining operation.

While it is strongly rumored that some of the companies are changing ownership, we are picking up stories that the Mining Industries is also being re-vitalized in every phase of minerals. If this is true, we could hope for a great year for many more engineers, since some engineers have holdings of their own.

With all signs pointing to a very prosperous year for all of our Engineers, we wish to take this opportunity to wish one and all a very prosperous New Year.

## TAHOE AREA

The rain stopped all of the jobs with the exception of the Del Webb Corporation Sierra Tahoe, located on Highway 99, in South Tahoe.

The Tahoe Keys gang, working for Lagrange Corporation, is moving along. There are eight men on this job with Mel Rothesberger, foreman. This may prove to be a long project as Dillingham of Hawaii has invested a great deal of money in it.

Del Webb continues to forge ahead with Bob Ellithorpe, Ron Draher, Bill Thomas, Bruce Nay-

lor, Carl Imel, Cleo Nye, Glen Smith and Andy Anderson all braving the elements to get the job done.

At the North End of the Lake, we have Aron Wrecking of Sacramento doing the demolition of the old "Tahoe Tavern." Brother Carl Snow is doing an excellent job on the 977 equipped with special four-way bucket. He brought down a four-story hotel which took hard work and real skill. This was the only equipment used in the project.

Weldwood Structures has a loader and dozer on site preparations. Carl Sumpter and Bud Withrow are operating for Weldwood. This should prove to be a good job for the coming year.

Ponderosa Clearing is very busy moving snow and mud at Incline Village.

The Johannes brothers, Jim and Jack, have opened a repair shop at Incline Village. The name of this new venture is "Incline Automotive." They are both top mechanics and we wish them the best of luck.

## VACATION CHECKS

For members who were employed between October 1, 1963 and September 31, 1964, the Health and Welfare Office is now preparing vacation checks. Last year, they were unable to mail approximately 200 checks because there were no addresses for these men. If you have not already notified the Vacation Office of your current address, please do so as soon as possible. Their address is: Vacation Office, 39 St. Lawrence Avenue, Reno, Nevada.

## Survey Notes

By  
DAVE  
REA



1964 has been a good year for Local No. 3 surveyors. We have had good employment in both land survey and heavy construction. From all indications 1965 will be just as good, with some expected slow down in sub-division survey, but in general we may expect another good year.

Meetings that were held for surveyors include two in San Jose; two in San Francisco; one in Oakland; one in Marysville and one in Merced. These were special meetings to cover various problems facing the survey industry, and to give an opportunity to the members to discuss other problems.

Your Local Union is making steady advances in solving jurisdictional problems involving survey work. Your continued support in 1965 will help to strengthen our position in this field.

As we enter the new year, negotiations are still in progress to improve the standard of the apprenticeship program. We hope this will soon be completed and be ready for ratification by the membership.

A reminder to the surveyors in the Oakland area: there is scheduled a surveyors meeting on Wednesday, January 13 at 8:00 p.m. in the Oakland hall.

# San Rafael 101 Entry to Start; New City For Marin County

By AL HANSEN

SAN RAFAEL—Bad weather has all jobs down while some areas are badly flooded here in Marin.

The bids for construction of the first phase of a new entrance to San Rafael on Highway 101, at Second and Irwin Streets, have been opened and Ghilotti Bros. Inc., of San Rafael, submitted the lowest of three bids at \$483,624.09. The contract is expected to be awarded shortly and construction should begin immediately after the contract is awarded, but bad weather may postpone the starting date.

Murray & McCormick Civil Engineers recently opened an office in Novato. Brother John Stuber is associated with this firm.

The recent meeting held for job stewards was very well attended, and we were pleased with the turnout. Some of the comments made by the stewards were that this meeting was very informative and we hope to hold these stewards meetings every three months in the future.

A new community is planned north of Golden Gate and west of Highway 101 to be called Marincello. It will be built by the Frouge Corp. for approximately \$300,000,000, with approximately 4 million man days of union labor. Period of construction (estimated)—10-15 years. Marincello, just north of Forts Cronkhite, Barry and Baker, on a 2100-acre site, will comprise a development for homes, apartments, stores and shopping areas, schools and light industry. Frouge Corp. hopes this will become "the most beautiful planned community in the world." When fully completed in 15 years, the report received is that this would

provide the County of Marin with more than \$2.7 million per year tax surplus.

Indications are that 1965 looks real good, and should be a busy one for our Brothers.

Maggiore-Ghilotti-Madsen have a lot of jobs to start and should be very busy in the coming year.

Elmer Freethy Co., still on the job at Tam Valley, should finish up around the first part of the year.

Linscott Co. is still on its job at San Rafael and Lucas Valley and vicinity.

Coxco Co. still have lots of work, the rains and high water has the jobs at a standstill.

Freeman Paving Co. has been going strong on the Harbor Pt. job up until the rains hit. They have a good 400,000 yards to move.

United Sand & Gravel Co. has been keeping busy the past few months finishing up a job at San Rafael.

Carey Brothers has a good job going between Corte Madera and Mill Valley called "Scott Highlands," with some 30,000 or 40,000 yards to move.

Luhr-Wendt Company has not been unable to do very much at Bel-Marine Keys with all the rains. If it ever gets dry enough they have a lot of material to move on this job.

North Bay Construction has a little job, located near the Nike Site, at Smith Ranch Road, but at the present time, like all the other jobs, it's shut down due to weather conditions.

Pacific Coast Builders is going strong on the San Rafael High School.

The two major jobs, highway work here in Marin for 1964 were: Peter Kiewit, at Black

Point, Highway 37 intersection, and Syar-Harms-Gordon H. Ball job at Hamilton Field-Highway 101. These two jobs were completed on time.

There were many subdivision projects, too numerous to mention, some which were completed, and many more to go into the next year.

At Northgate Shopping Center, Terra Linda, where the Emporium was completed, there are still many phases of work to be completed in this center for 1965.

All in all, we look for a good year in 1965 for our Brothers.

We remind you that it isn't too late to pick up your year dues for 1965; buttons and decals are available.

## CREDIT UNION

### District 8

Sacramento — Jan. 19, Tuesday  
C.E.L. & T. Bldg., 2525 Stockton Blvd., 8:00 p.m.

### District 2

Oakland — Jan. 21, Thursday  
Labor Temple, 2515 Valdez St., 8:00 p.m.

### FEBRUARY

#### District 5

Fresno—Feb. 16, Tuesday,  
3121 East Olive St., 8:00 p.m.

#### District 10

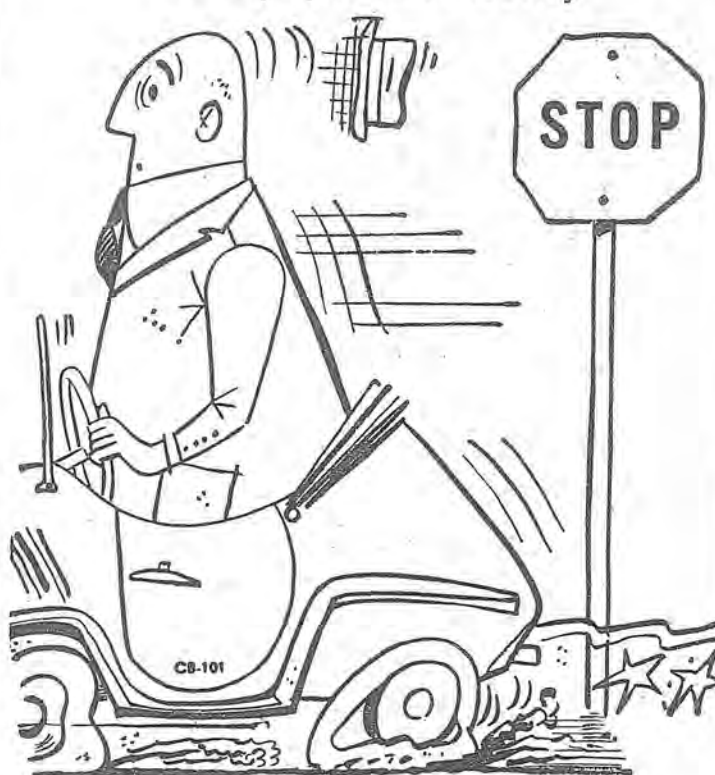
Santa Rosa — Feb. 10, Wednesday  
Veterans Bldg., 1351 Bennett Ave.  
8:00 p.m.

#### District 3

Stockton — Feb. 26, Friday  
Engineers Bldg., 2626 No. California St.,  
8:00 p.m.

## Cochran & Celli

### Recap for Economy



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WITH SMOOTH TIRES!**

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America's Finest Retreading Rubber

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Oakland



## Stockton Report

## Freeway, Canal Jobs Tops in '65

By WALTER M. TALBOT, AL McNAMARA,  
GLENN DOBYNS and JAMES HUDDLESTON

STOCKTON—This first report of the New Year gives us an opportunity to look back and reminisce on events during the past year, and to wonder with anticipation what the new year holds in store for each of us.

Although this district could not boast of many multi-million dollar jobs in 1964, enough new work was let to provide job opportunities for those that chose to remain here. However, as winter approached, the work load began to decline until, at this period, very little work is now in progress. This condition will probably remain as such until spring, at which time we expect new contracts on the Westside Freeway and California Aqueduct to be bid and awarded.

Western Contracting Corp., working on the California Aqueduct between storms, in the Patterson-Newman area, should be well under way this spring on 30 miles of new canal construction. Although there are five of the triple motor tandem scrapers, TTS-40's on a two shift basis, from all indications, this is not getting the dirt moved as planned. Consequently, more equipment will be brought in to increase production, as this company is able to draw equipment as needed from other jobs they have scattered throughout the country. At this writing six TS 40's (multiple engine, single scrapers) are being unloaded from flat cars for the job, and as the weather improves, more engineers will be hired.

Peter Kiewit & Sons has a few engineers employed on the excavation phase of a powerhouse job at Early Intake in Tuolumne County. This project ties in with the eleven mile tunnel job, under construction for the past two years by the Clancy M. O'Dell Construction Company. This leaves the penstock job, that should be advertised in the near future, as the remaining link between O'Dell's tunnel and Kiewit's powerhouse to complete the Canyon Dam Project.

O. K. Mitty & Sons' Jackson Valley Dam job is shut down for the winter. However, Mitty was low bidder with A. L. Craft of

Oakdale on the new alignment of State Route 104 near Ione and has a few engineers on the road job between storms.

The McNamara Corp. Tracy By-Pass is virtually at a standstill due to the heavy rains. Occasionally a truck crane crew is employed for structure construction. It appears that this condition will exist throughout the winter with no chance to resume sub grade preparation and paving until next spring.

Gibbons & Reed Company, low bidder on the Twain Harte By-Pass Job at \$981,625.00, do not expect to do anything but a little

clearing, if possible, this winter. Excavation for the new By-Pass will get underway with the abatement of bad weather.

Thomas O. Stewart of Sheridan was awarded the bridge widening job over the Delta-Mendota Canal on Highway 50 west of Tracy for \$110,391.00. The company has a tight schedule of 45 days from the 15th of December to complete the pier and foundation work that will be below water level. The canal has been temporarily drained for this job and the larger contract that Murphy-Pacific has with their many wooden bridges throughout three districts. These bridges afford farmers access to their prop-

erty on either side of the canal. The same time schedule applies to the Murphy-Pacific contract.

Pacific Avenue in Stockton or "Department Store Row" as it is sometimes referred to lately, due to the construction of the new Montgomery-Ward, Macy's, Sears Roebuck & Company and Weinstock-Lubin stores, is temporarily shut down due to the heavy rains. All but Sears Roebuck & Company are still under construction and have kept a good number of engineers employed this past year with many to be needed this year. Contractors still having engineers working or engineers who will return to work as the weather improves

are Charles Pankow, Inc., A. Teichert & Son, S. M. McGaw Company, Continental-Heller Company, F. L. Klinger, P. C. A., Clow Crane Service, Halbach & Flynn, Cahill Construction, McDonald, Young & Nelson, Myhren Drilling, Parrish, Inc. and several owner-operators.

This district had its first Job Stewards Meeting on December 29th, with more to be scheduled for the new year. The business agents of this district would like to take this opportunity to acknowledge the fine work these brothers are doing to improve the working conditions for operating engineers in particular and organized labor in general and to express our appreciation for the fine support given to the Job Stewards by the membership.

The office staff of both Stockton and Modesto wish each and every member a most prosperous and happy New Year.

## San Jose Notes

## Big Pipeline Project Set for Shell Oil

By A. J. HOPE, W. H. DAVIDSON, G. L. MOORE and J. N. HALL

SAN JOSE—The recent rains have brought construction to a standstill in the San Jose area. At this writing we have nearly 700 Engineers on the out-of-work list. However the shops in the area have kept busy despite the rains.

Southern Pipe and Casing in Milpitas have over 150 miles of 8 to 10 inch steel pipe in the yard to process for Shell Oil Company and Southern Pacific Company individually. At the present time they are employing about 30 Engineers.

North Bay Construction have started excavation on the Sewer Disposal Plant in Milpitas. They are enlarging the line to three times its present size to take care of the many new Sub-Divisions in this vicinity.

Snodgroth Brothers completed the excavation and pads for the ten story office building on El Camino. C. J. Pankow & Associates are the Prime Contractors.

Bill Atkinson Company have put in the pads on an Office Building on Hedding and The Alameda for the new Wells Fargo Building. Arthur Bros., are the Prime Contractors.

In Hollister, Manuel Smith is trying in spite of the wet weather to beat the dead-line of February 1st, on his sewer line job for the Flood Control. Nicholson & Cullumber have several small jobs in and around Hollister.

## HIGHWAY IMPROVEMENTS

In Gilroy, Baun Construction of Fresno have started on their 3½ mile road job on Hiway No. 152. At the present time they are employing nine Engineers; with Brother Bob Round as Foreman and Jim Baun is running the job. This job is in excess of \$500,000 and will take 4 months to complete.

The Rock, Sand & Gravel plants are all busy supplying the material for the pipe-lines.

Granite Construction were the low bidders on a road job in San Juan. When this job starts it will take some of the Brothers off the Out of Work List.

Work is going strong at the University of California job with Granite Construction, Undergronnd Construction, Roberson Bros. and many others keeping

our members busy. They are trying to get as much accomplished as they can before the late rains.

Bids are now out on the UC library and next month bids will be advertised for the second residential college. The main library will have a nucleus of 75,000 volumes and will grow to 500,000 volumes. It is easier to tour the campus now than it was six months ago as paved roads make most areas accessible to automobile traffic.

Bob McGregor has a new job started on 41st & Capitola Road where Kings Market will be and approximately 24,000 yards of dirt will have to be moved. Kirkwood, Inc. is well on the way with their \$250,000 underground job.

## GRANITE IS BUSY

Granite Construction is very busy at this time inasmuch as they have just been awarded the curbs, gutters and sidewalks in Carmel (\$19,385.00). Also they have been awarded the improvements on the Hartnell Park (\$50,942.00) and 2.6 miles of grade and asphalt-concrete surface on a cement treated base between Hiway 101 and San Juan Bautista (\$689,149.00). Several sub-divisions are now in progress along with one soon to start in Carmel Valley.

Ted Watkins from San Luis Obispo has been awarded a road job at Jamesburg and Arroyo Seco Road in the amount of \$118,000.00. Phil Calabrese is busy doing a trailer court.

Soon to start for Stockton Construction Co. is a storm drain in Salinas (\$148,303.00).

Gravelle & Gravelle were low bidders on the clearing job at the San Antonio Dam project. They have a number of dozers going on this job and it should last the winter.

## BLOOD DONATIONS

In San Jose area, our sincere thanks to Mrs. Alice Abernathy who took time out from her busy schedule to contribute to our Blood Bank. Come on Fellows! GIVE!—We need your contributions. Remember the Red Cross at 440 No. 1st St. is open for donations every Thursday and Friday.

In Santa Cruz area, Arthur

Hasselbring and his wife made a donation on Nov. 16th bring the total credits in this area to five. Now that we have a start,

let's keep it up. The Red Cross is located at 701 Mission Street, Santa Cruz.  
b arelh a-pc

## Here Are Some Do's and Don'ts When Paying Membership Dues

When returning the new IBM membership billing card it is important to only send in that section which reads "return this billing card" in bold red letters.

It is just as important not to mutilate, staple, fold or otherwise disfigure the card so that the IBM machine cannot process it. This is important to receive proper credit to your account number.

One member, unnamed, carefully scotch-taped over the IBM holes punched in the card and the machine could not process it.

Retain the section with your receipt and identification decal. The latter is to be inserted in your new holder. If you do not have one, or have lost yours, get another from your Business Rep-

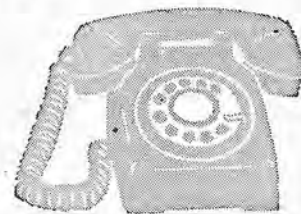
resentative.

When making inquiries to the office, be sure to include your social security number. All member records are coded by the machine by this number, rather than your registration number.

Another question which cropped up recently; some members want to know what the word "nil" means under the "credit" box on the card. It means just that; no credit coming.

When making checks out for payment of dues, and you want to include money to the Credit Union, please make two separate checks; otherwise, the entire amount may be credited to membership alone. The Credit Union accounts are not handled by the Union accounting office.

Our Lines are Open-



Parts, Supplies, Service and Machines are available from any ERBCO Branch. They are located to serve your needs.

San Francisco, 94110  
17th and Folsom Streets  
AC 415, 431-3700

Sacramento, 95806  
211 North 7th Street  
AC 916, 442-1008

Oakland, 94621  
1135 - 57th Avenue  
AC 415, 533-0432

Fresno, 93712  
2644 South Railroad Ave.  
AC 209, 233-0161



get it from

**EDWARD R. BACON COMPANY**  
CONSTRUCTION EQUIPMENT

## Credit Union Head Elected to Post

J. R. (Red) Ivy was elected Treasurer of the Credit Union at the District meeting held in San Francisco January 9.

Ivy, who assumes his duties immediately, had been a Business Representative in the Oakland District. He takes over from William Metz, who resigned.

T. J. Stapleton was elected assistant Treasurer in addition to his role as Credit Union Secretary.

Stapleton reported that the following were elected by their respective districts to the Board of Directors: Earl E. Horn, of Eureka; Garth A. Patterson of Santa Rosa, and Charles O. Kirkwood, of Fresno. Eureka was the latest district to include 100 members.



# SWAP SHOP: FREE WANT ADS FOR OPERATING ENGINEERS

## FOR SALE

**H.D. MECHANIC TOOLS**, complete Snap-On; also electric hand tools, sell for 60 per cent of new or best offer. James C. Good, 821 Latimer Ave., Space 22, Modesto, Calif. Phone Area 209, 523-8979. Reg. 652475.

**1939 CHEV. CPE.**, Buick eng., trans. and rear end. New naugahyde interior and paint, \$550. Also 1939 Ford Deluxe cpe., '59 Buick engine, 3-2's, aluminum flywheel, excellent body and paint, \$550. Jack Leverett, 930-14th St., Oroville, phone (Area 916) 534-1847, Reg. No. 940975.

**3-BDRM.**, 2 bath, family room, all electric kitchen, patio, fenced and landscaped, large lot. D. Lane, Box 175 Moss Landing, Calif., phone 633-3423. Reg. No. 635723.

**HOUSE TRAILER**, 1958, 10 ft. by 45 ft., Golden State kit. Forced air heat, 2 bdrm., full tub shower, hardwood paneling, \$3,000. Dewey G. White, 3031 N. West Ave., Fresno, Calif. Reg. No. 354310.

**TRI-PACER "58"**, 1585 H, 685 hr. on 160 hp remfg. engine, Mak II LFR-3 VHF omnirotator, Lic. 3/65, 100 hr. just completed, Robert Bowden, 326 W. 12 St., Tracy, Calif., phone 335-0953. Reg. No. 946992.

**COMMERCIAL** Property, approx. 3 acres, 198-ft. frontage on main thoroughfare, West Ave., near Shields Ave. and shopping centers. \$72,000. Dewey White, 3031 N. West Ave., Fresno, Calif. Reg. No. 354310.

**EXCHANGE EQUITY**, \$3700. Los Banos house for like equity in Salinas area home. Dick Manning, 136 Del Mar Dr., Salinas, Calif., phone 424-9941. Reg. No. 863900.

**LOTS**, in Apple Valley, Calif. Sell or trade East Bay property. Hwy. Lot, 750 ft. by 1245 feet, \$5000. Country Club lots, 1.4 acre, \$9,000; pie-shape, 256 ft. frontage, \$7000. Joe Caetano, 4428 Meadowbrook, Richmond, Calif. Phone 223-0286. Reg. No. 351372.

**1961 STUDEBAKER**, 1/2-ton pickup, Budd Wheels, 4-speed box, 289 engine, 21,000 miles. M. S. Holderman, Rte. 2, Box 2060, Auburn, Calif., phone 885-3639. Reg. No. 271558.

**ELECTRIC RANGE**, late model like new, 30-inch, large oven, \$75. Also, 1959 Buick Electra 225, low mileage, due to illness, sell or trade for vacation trailer, Patrick Linn, Orangevale, Calif., phone 988-2220. Reg. No. 324319.

**CHRIS CRAFT** cabin cruiser, 21 ft. Coast Guard inspected, sleeps 2, sink, icebox, head, \$1600. Dual wheel boat trailer, \$400. Sell or trade both for pickup and camper of equal value. James Nichols, Rt. 1, Box 525, Space 18, Antioch, Calif., phone 757-4345. Reg. No. 899424.

**FORD PICKUP**, 1959, with 1963 camper; 24-ft. house trailer; camper shell for pickup, all very reasonable. Howard Miller, 1390 Suffolk Dr., San Jose, Calif., phone 259-1819. Reg. No. 1025277.

**QUARTER MIDGET** racer, \$100. or trade for two good bicycles, or anything of equal value; also, metal tool box made to fit pickup with five drawers and two tote trays, \$50. Robert L. Miller, 1035 Homestead Rd., Sunnyvale, Calif., phone: 245-8433. Reg. No. 390182.

**LOTS**, Kingman, Ariz., 25-ft. by 100-ft., in city limits, utilities, paved streets, ten lots total, \$4000. Fred Rimel, 2016 Simms Ave., Kingman, Ariz., Reg. No. 695039.

**TOOLS**, H.D. mechanic, complete set, mostly Snap-On. Sell 60 per cent of cost; also, some electric tools. James C. Good, 821 Latimer Ave., Space 22, Modesto, Calif. phone: 523-8979. Reg. No. 652475.

**Z HITCH**, for house trailer, heavy duty, free-swinging, excellent condition. Best offer. Ed. Sylvain, 947 Dewing Ave., Lafayette, Calif., phone: 283-8268. Reg. No. 819275.

**PONTIAC Catalina** Sta. Wgn, 1959, one owner, nearly new tires, A-1 condition, \$1200. John Reidlen, Castle Rock Trlr. Park, Box 164, Valley Springs, Calif., phone: Valley Springs 2762. Reg. No. 374733.

**HOUSETRAILER**, 1958 Ideal, 1958, ex. condition, \$1600. Brown Cabies Trailer park, Ben Lomond, Calif., space 10, Richard Liebenberg, PO Box 231, Ben Lomond, Calif., phone 336-5520. Reg. No. 1098560.

**95 CLEVELAND TRENCHER**, 12-inch buckets, new wheel, good motor, track, \$1750. Would take tilt trailer as partial payment. M. L. McDaniel, 837 So. Wagner, Stockton, Calif. Reg. No. 939905.

**MOTOR SCOOTER**, 1961 Vespa 150, good condition, Chas. Spoon, 650 37th St., Richmond, Cal. Phone: BE 3-3814. Reg. No. 234462.

**MOTEL**, 6 units and 3 bedroom, 2-bath house, on 1.41 landscaped acres, between Stockton and Lodi on highways 99 and 50. Filtered pool, \$48,000. Solon Durrance, 9240 North Highway 99, Stockton, Calif. Phone 477-2245. Reg. No. 258345.

**HONDA** 50, perfect condition, 1964 model, electric starter, \$235.00, only 60 miles. T. W. Hoppe, 545 Wayland St., San Francisco, JU 5-5785. Reg. No. 495262.

**1964 PRESTIGE MOBILE HOME** 20' x 50', 2 bdrm., carport aluminum awning 10x30, patio awning 40x10, full alum. skirting, many extras, garbage disposal, extra wide, sliding glass door, many more. Will take best offer. Ralph Calaisano, Phone-CERES 537-5325. Reg. No. 1148253.

**CHRISTMAS VALLEY**, Oregon, 20 acres. Nothing down, \$42. monthly on contract. Full price \$2200. J. Reynolds, 3287 Lake Dr. Marina, Calif. Reg. No. 1142841.

**HUNTERS & FISHERMEN! 1941 CHEV.** 1-1/2 Ton Panel, 4-wheel dr., dual rear wheels, 40 gal. water tank, 2 gas tanks, 10x5x5 inside, trailer hitch and vacuum brakes, \$450 or trade for jeep. John R. Franklin, 20059 Royal Ave., Hayward, Calif. Phone 538-3154. Reg. No. 1076473.

**INBOARD** 18 ft. \$200. 10 ft. Hydro Plane 10-horse, Mercury \$100. Bert A. Genereux, 2500 Mt. Diablo, Stockton, Calif. Phone 463-3371. Reg. No. 509659.

**BUNABOUT BOAT** 16', 70 hp, Mercury eng., trailer, ski equip. Good fishing boat. Price \$995. Bobby G. Cooper, 29302 Ave. 13 1/2, Madera, Calif. Phone 674-5457. Reg. No. 1058389.

**LAKE TAHOE** 3 bdrm. house. Sell or Trade, local property or land. Fireplace, central heat, elec. kitchen, \$13,000. Low down financing. C. T. Smith, 637 Beacon, Oakland, California. Reg. No. 487434.

**LOT 60X100**, Woodford, Calif., Power, water, paved road. Kenneth D. French, 3929 Via Cristobal, Campbell, Calif. Reg. No. 908550.

**STEREO**, 40 W. Amplifier, AM-FM and Receiver—\$150.00. Phone: PL 6-5351. Reg. No. 1169430, Fritz Michon.

**1957 GREAT LAKES TRAILER** HOUSE, 8'x45', good condition. Carpet, washer new furnace, porch included, \$2000. Ronald Barney, 565 No. 9th West, RFD No. 1, Box 465-A, Pleasant Grove, Utah. Phone 785-3482. Reg. No. 912090.

**NASHUA HOUSETRAILER** 1962, 10x55' expanded livingrm., 1 bdrm., front kitchen, \$4,000. 99 M Austin Western Blade \$1800. 1947 Ford Dump Truck \$175. Neely L. Fougler, P. O. Box 297, Bethel Island, Calif. Phone 684-2424. Reg. No. 394264.

**CABIN CRUISER**, 21 ft. Trojan, Hd., stove, icebox, sleeps 2. V-4 Johnson elec. O. B. Coast Guard inspected. Fully equipped, \$2,000 or trade for self-contained Travel Trailer, Ralph L. Sloniker, P. O. Box 885, Port Chicago, Calif. Phone 458-4693. Reg. No. 622796.

**GAS STOVE** w/trash burner, Vibrator chair, each \$25. Dressing table w/large round mirror, \$15. H. W. Keeler, 2281-2nd St., Napa, Calif. Reg. No. 429149.

**TRACTOR**, Fordson 8-N, with 52 in. Howard Roto, Continental posthole digger, 2-9 in. Augers. Good condition—tires 60% new. Otho Berry, P.O. Box 362, Half Moon Bay, Cal., Ph. Raymond 6-2046. Reg. No. 845363.

**HOME**, 5 rm. stucco, sep. dining rm., tile bath & kitchen, 220 V., fenced landscaped lot, cov. patio. FHA approved \$550.00 plus closing costs. Must see to appreciate. N. G. Cole, 1861 Mesa Way, Santa Rosa, Calif., Reg. No. 436874.

**HOME**, 3 br. in Anderson, 12 min. So. of Redding—fireplace, GE air conditioner, lg. closets, hwdwd floors, Elem. and H. S. in walking distance. FHA appraised \$13,500—Jack Weyler, 66 Silver King Mine Road, Redding, Calif., Reg. No. 845564.

**BUCKEYE TRENCHER—18"** Buckets 4400 Caterpillar Motor—\$2150.; 85 Ingersoll Rand Air Compressor—\$550; 1959 Buick Station Wagon, new rubber, \$1300; Gay Weir, 2222 Grand Ave., Sacramento, California, Phone 922-2193. Reg. No. 773001.

**1961 PONT. Bonneville Conv.**, full power, all access, new tires, A-1 cond., throughout; Sell equity or trade for older car or pickup. F. R. Katarzy, 65 Virginia Dr., Pittsburg, Calif. Reg. No. 736362. Ph. 458-4557.

**HOUSE**, 2 bedroom modern, 2 1/2 acres L. H. Harlon, Reg. 429142. P.O. Box 313, Fort Bragg, Calif. Ph. 964-4485.

**COMET**, 1962-S-22, R & H, bucket seats, automatic, new w/w \$1500 or make offer; see James Whitman, Castle Trailer Ct., Sp. 48, San Pablo, Calif.; Reg. 1053883.

**SUCTION OR DISCHARGE HOSE**, Hvy. Dty. 4 in., oil resist., 400 ft.; Roy Cook, 9300 Fruitridge Rd., Sacramento, Calif., Ph. EM 3-8228, Reg. 683257.

**REFRIGERATOR**, Westinghouse, med. size, good cond., \$30.00; 1952 Stude. Radio—\$10.00; can be seen at 149 University Ave., Vallejo, Calif.; Phone 642-6103; John Davis, 6145 Wildhorse Valley Rd.

**CLUTCH ASSEMBLY**, TD 24 Internatl. complete, \$200, George Walker, City Trailer Park, Sp. 31/1153 13th St., San Pablo, Calif. Phone BE 5-8644. Reg. No. 1059638.

**HOUSETRAILER**, 1960 30' Kenskill, exc. cond., awning and cooler, \$2450. See at Pleasanton Trailer Park, Space 39, William R. Grinnip, P.O. Box 339, Pleasanton, Calif. Reg. No. 1112890.

**CYLINDER LINERS**, for D-6, 4 1/4 bore, set of six, nearly new with pistons and pins. Call or write, E. Sudmeier, Rt. 1, Box 288 Sunol, Calif. Phone 862-2119. Reg. No. 563162.

**MECHANIC EQUIP.**, new Chicago 1/2-inch drive impact wrench and sockets, drilling and tap attachments, \$95; 110 volt 1000 watt pickup truck driven generator universal belt driven power tool generator, \$65; utility box for pickup, lockable, \$45. Bud Wells, 124 Hermosa, Oakland, Calif. Phone OL 4-4591. Reg. No. 557433.

**BICYCLE**, boys 26-inch, 3-spd. like new; platform rocker needs upholstery, \$15.; Zenith hi-fi and portable radio, \$25. Wilbur E. Silar, 2300 San Carlos Ave., Martinez, Calif. Phone 228-5074. Reg. No. 908637.

**HIGH HOE**, 1200 hrs., Ford Diesel engine on truck ready to go, \$9500. W. D. Mackin, 772 Marin Ave., Hayward, Calif., phone 783-9011. Reg. No. 117492.

**HOUSETRAILER** 1960 Sparcraft by Spartan, 10 by 50 ft., 2 bdr., early American, excellent condition, \$4500. Victor Anderson, 42 Senior Crt., Springville, Utah, Reg. No. 439852.

**CABIN CRUISER**, twin Chrysler eights, v-drive, 40-ft., sleeps four shower, head, stove, refig., depth sounder, 50 amp. generator, \$4000. John Elliott, 1524 Springbrook Rd., Walnut Creek, phone 932-1926. Reg. No. 870836.

**LINCOLN WELDER**, factory trailer mounted, gas portable, water cooled, long leads, new stinger, oxy and acetylene gauges and cutting torch, bottle racks, \$425. Will finance. Bud Wells, 124 Hermosa, Oakland, Calif. Phone OL 4-4591. Reg. No. 557433.

**TILT BED** implement trailer, 16 ft., 6-ton capacity. Tandem axle, elec. brakes and turn signals, \$675. Martin Ronning, 229 Alvarado, Vallejo, Calif., phone 644-4335. Reg. No. 899450.

**FORD flatbed dumps**, 1 1/2 and 2 tons each; mean watch dog; Appalusas Mare with kids, need pickup, C. J. Sequeiras, 335 Eastman Lane, Petaluma, Calif., phone 762-2862. Reg. No. 1043710.

**FORD PICKUP**, F-250 1/2-ton, '59 eng., 4-spd, synchro-mesh trans., boom, chain hoist, utility box, bottle racks, 110 volt gen., large vise, new paint, \$550. Will finance. Bud Wells, 124 Hermosa, Oakland, Calif. Phone OL 4-4591. Reg. No. 557433.

**SHORT WHEEL** base '58 Studebaker 1 1/2-ton mobile home puller, new motor, telegraphic frame, 5-spd trans. George McCoid, 923 E. El Camino, Sp. 29, Sunnyvale, Calif. Phone 245-1061. Reg. No. 965703.

**SAILBOAT**, 14-ft., dacron sail, mahogany deck; Wardale speaker set, W-15 super 8" and 2" tweeter, 1/2 wave crossover, sacrifice. Ted Van Ogle, P.O. Box 245, Mill Valley, Calif. Phone 388-4970. Reg. No. 1107430.

**CHEVY PICKUP**, 1964, 3/4-ton, McDonald cab-over camper chassis mounted with gas-elect. refig., oven and heater. Used twice, \$4500; lot, 60x110 for bus, or dwelling, Main St., Salton Sea Beach, sell or trade \$1000 equity for lot or vacation trailer. Jack Richardson, 252 Elm St., Roseville, Calif. Reg. No. 553084.

**TOURNAPULL**, model D with cab and dozer, good cond.; Eimco 105 crawler, angle dozer, cab, DDCCU, exec. for ranch or conservation contractor, for sale or trade anything of value. Erie Hatch, 1680 S. 50E, Orem, Utah. Reg. No. 115224.

**FRANKLIN**, 1923 spare parts, can be fixed; 1928 Dodge parts. Other hobby and antiques, driftwood, rocks, etc. Walter P. Kolb, 322 N. Vanderhurst, King City, Calif. Phone 385-3706. Reg. No. 310690.

**MERCURY**, 1958 sta. wagon, 9-passenger, \$600 or best offer. Richard Eagen, 16510 Topping Way, Los Gatos, Calif. Reg. No. 997085.

## WANTED TO BUY

**HOUSETRAILER**, 22-ft. or 24-ft. by 8 ft., must be self-contained late model. Will pay all cash. George W. Harrison, 3301 N. Main St., Pleasant Hill, Calif. Phone 934-1149. Reg. No. 266732.

**ROCK CRUSHING** equipment, screens, conveyors and jaw crusher, rolls, etc. John E. Piper, 1004 Atlantic St., Concord, Calif. Phone 685-4633. Reg. No. 693794.

**DOZER**, D-8 and No. 25 DDCCU. Make offer. B. W. Gregory, Box 147 French Camp, Calif. Reg. No. 870940.

**TRAVEL TRAILER**, 1962 Traveler, 27-ft. tandem, self contained, extras, used very little, cost \$4800; sacrifice for \$3195. Also, can sealer and 40 No. 2 cans. Johnson floor polisher and scrubber, \$20. Arthur Smith, 60 Wilson Way, Sp. 27 in Milpitas, Calif. Phone 262-2850. Reg. No. 1153802.

## RULES FOR SUBMITTING ADS

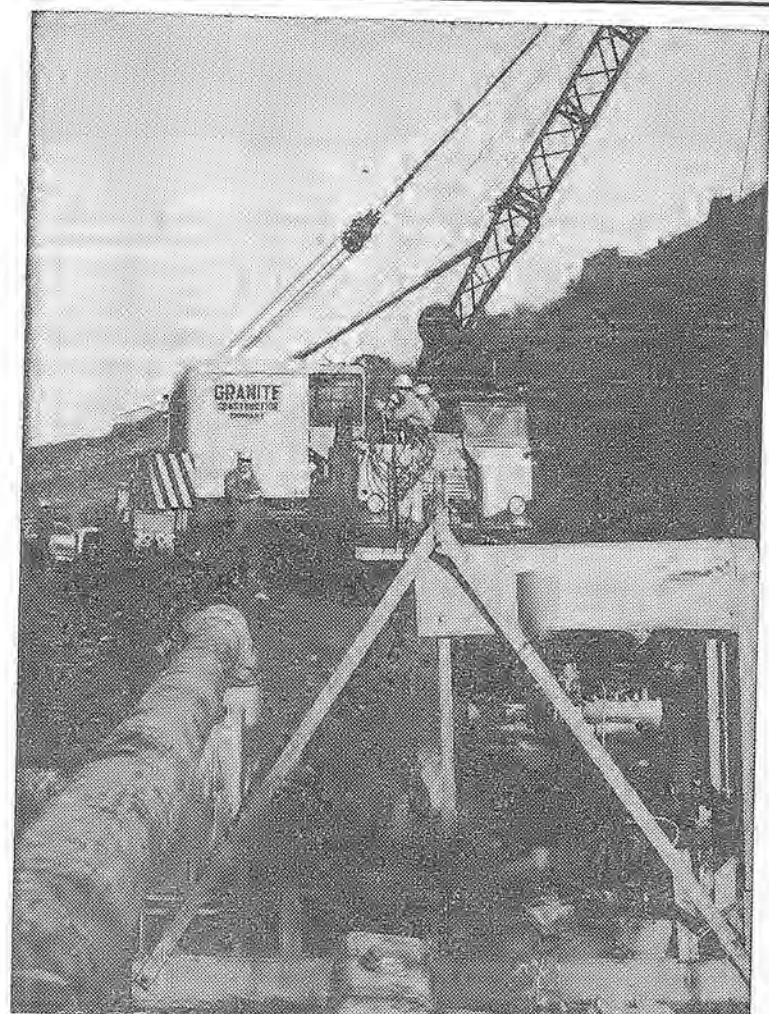
Any Operating Engineer may advertise in these columns without charge any PERSONAL PROPERTY he wishes to sell, swap or purchase. Ads will not be accepted for rentals, personal services or side-lines.

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

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

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

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



**LUNCH BREAK** . . . crew members on this compressor (foreground) and 20-ton Lorrain moto-crane owned by Granite Construction find a few moments to relax at noontime.

## Free Checking Account

Through an arrangement with the officers of Operating Engineers Local Union No. 3, the Northern California National Bank, 5th and Ellsworth Streets in San Mateo, is pleased to offer service charge waivers on any checking account opened by a member in good standing of this union. This service charge waiver will continue during the term of membership. The bank will also provide bank-by-mail with postage prepaid.

Clip and return the coupon below and the necessary supplies will be mailed to you immediately.

BY RETURN MAIL PLEASE FORWARD SIGNATURE CARDS FOR THE FOLLOWING:

CHECKING ACCOUNT: ☐ SAVINGS ACCOUNT: ☐

OTHER: \_\_\_\_\_

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

REGISTER NO. \_\_\_\_\_

Mail to:

Northern California National Bank of San Mateo,  
Fifth and Ellsworth Streets,  
San Mateo, California.

## MOVING?

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

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

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

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

NAME \_\_\_\_\_

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CITY \_\_\_\_\_

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

CITY \_\_\_\_\_

Clip and mail to Engineers News, 474 Valencia St., S. F. 3, Calif.

