

SAFETY RECORD WORST IN HISTORY; ACCELERATED MEETINGS SCHEDULED

Attitude-the 'Right Attitude' Key to 1966 Better Record

By AL CLEM
Business Manager

Since the beginning of man, safety in performing his everyday tasks has been uppermost in his mind. Yet, there are strong indications that he has talked more about safety than he has practiced it, and perhaps the basic underlying problem is in his "attitude" toward safety.

The record speaks for itself: this year Local 3 set a dubious record of 32 industrial deaths while performing routine daily skills on the job.

To broaden the picture, look at the recent carnage on the highways during the recent Christmas holidays — over 700 killed while driving on the nation's highways, and today's automobiles, buses, trains and airplanes are the safest mechanically in history because we have the technical know-how to build in safety devices.

Then what is the problem of safety? Perhaps it is in our everyday attitude—at home, at play and at work. George Sherman, chief of Industrial Safety for the state of California, sounded this theme at a recent speech in Fresno.

He related that manufacturers build in safety devices needed according to management and governmental codes, but he said it is "our attitude towards safety

that will determine whether, and to what extent, we shall make progress towards greater safety on the job."

He added, "philosophy and attitude are most important in determining whether any endeavor will succeed or fail."

Philosophy, if sound, gives us the platform on which we can build much of value to us all.

Attitude determines whether we will do our best to live up to the philosophy.

If our attitude is passive, and consists merely of "lip service," we will do little; but if our attitude is active and constructive, we can accomplish great things.

Sherman cited eight "M's" involved in injuries and death on the job.

They are: Man, Machinery, Motion (or lack of Motion), Manipulation (which are involved in accident injuries) and Maintenance, Maturity, Mind and Motivation (involved in accident prevention). Also added are Misuse or Mistake invites Mishap to cause accidents.

Accident prevention "M's", then, are essential to create a climate for greater work safety,

Grade Class Set

A grade-checking class at San Jose City College is set for February to June. Forms are at the San Jose District office, and 5 must enroll to start the course.

but they will be employed to the fullest degree only if we have the right attitude mentioned earlier.

The answer, therefore, to the problem of safety is: "Attitude—the right attitude!"

Practice Safety Working Habits; Attend Meetings

The cartoon below wasn't intended to humor or frighten anyone into believing in safe working habits; instead it is intended to help everyone realize the importance of practicing safety habits in the home, on the highway, at lakes and recreation areas, and most important on the job.

It is truly heart-breaking to report that 32 of our Brothers died during the year of accidental industrial deaths. Many of these accidents were from pure negligence; some were the fault of worn-out or unsafe equipment. Perhaps the latter, too, can be blamed on negligence.

Employers, your union and state and federal agencies meet continually to try to get to the bottom of the reason for these wasteful accidents. It costs time, money, life and anguish, and for the most part it's all unnecessary.

During the course of the year,

—Continued on Page 2

Settlement Agreement Okay For Guam-based Company

Hawaiian Rock Products, Inc., a large Guam-based manufacturer, supplier and contractor of building materials recently agreed to a Settlement Agreement with Local 3. The firm employs more than 100 Guamanians.

Business Manager Al Clem said that according to the Settlement Agreement, which was initiated, recommended and approved by the National Labor Relations Board, a governmental agency, the company agreed to the following:

"We will not discourage membership in, or assistance to, International Union of Operating Engineers, Local 3, or any other labor organization by discharging any of our employees . . . or in any other manner discriminate against our employees in regard to their hire, tenure of employment, or any terms and conditions of employment.

"We will not threaten employees with discharge because they designate or attempt to select a union as their collective bargaining representative.

"We will offer to Jesus M. Hernandez, Jose M. Hernandez, Jesus C. Perez and Jose S. C. Taigeron immediate and full reinstatement to their former or substantially equivalent positions without prejudice to their seniority or other rights and privileges and make them whole for any loss of earnings they may have suffered as a result of our discrimination against them.

"We will not in any manner interfere with, restrain or coerce our employees in the exercise of their rights to self-organization to form, join or assist any labor organization to bargain collectively through representatives of their own choosing, and to engage in concerted activities for the purpose of collective bargaining or other mutual aid or protection, or to refrain from any or all such activities.

"All our employees are free to become or remain, or to refrain from becoming or remaining members of any labor organization."

The four reinstated employees
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Safety Meetings Are Stepped-Up

In the face of the worst industrial accident death record in the history of Local 3, Business Manager Al Clem called on everyone in the jurisdiction to take more time to discuss and practice safety on the job.

He announced a stepped-up campaign of safety meetings which start this month and will be held in every corner of the jurisdiction throughout the year.

Safety experts will be invited to bring new ideas of on the job safe working habits to be discussed at these meetings.

Below is listed the meetings scheduled through February, and it is the responsibility of all Operating Engineers to themselves and family to attend for greater safety in the field.

SAFETY MEETINGS (all start at 8 p.m.)

Lake Tahoe (Bijou)
Jan. 18
Carpenters Hall
Reno, Jan. 19
Union Office,
120 Taylor St.
Oroville, Jan. 20
Prospector Village
San Rafael, Feb. 1
701 Mission Ave.
Ukiah, Feb. 2
Labor Temple,
on Kuki Ave.
Hayward, Feb. 4
Carpenters Hall
San Mateo, Feb. 16
50 North "B" St.
San Jose, Feb. 23
760 Emory St.
Vallejo, Feb. 24
316 Virginia St.



NEW VICE PRESIDENTS—when AFL-CIO elected eight vice presidents to Executive Board, Hunter P. Wharton, IUOE General President was named. All are presidents of their unions. Front row, from left: I. W. Abel, Steelworkers; P. L. Siemiller, Machinists; President George Meany; Anthony J. Andrade,

Pressman; Ralph Helstein, Packinghouse Workers. Back row, from left: George Burdon, Rubber Workers; Wharton; David Sullivan, Building Service Employees and Paul Jenings, Electrical Radio and Machine Workers Union. They were elected at recent San Francisco convention.

Memo

from the
Manager's Desk

By AL CLEM

Stronger Effort Needed To Produce Safer Work Season

As we look in the future for 1966, the officers and members of Local 3 have a tremendous job to do. While all the major negotiations are behind us for at least another year with the exception of the AGC contract in the State of Utah, we have many accomplishments which I hope we will be able to achieve in this coming year.

One of the most important is the field of safety. It is with a great deal of regret that after reviewing our records for the past year, we find 32 Brothers passed on due to accidents of one nature or another. This is a situation, where if we all work together in the coming year, perhaps, we can alleviate this to a great degree. An accident is an extremely expensive happening in many ways.

First, and most important, is that the loved ones who are left behind bear the greatest burden of an accidental death as these things happen so fast. As the saying goes "death is so instantaneous"; we do not have time to put our house in order or to make provisions for the care of our loved ones.

With this in mind our emphasis for the year of 1966 is going to be an all-out campaign to endeavor to alleviate as many on-the-job and off-the-job accidents as is humanly possible.

We realize that there is only one way to accomplish this goal, and that is by a process of exchanging ideas between the members of our union and the specialists in the field of safety. A series of safety meetings have been arranged to be held throughout the entire jurisdiction of Local 3. The schedule is published in another section of the paper. We urge all of you to make every effort to attend these meetings.

As many old timers know, we now have a group of fine apprentices coming up through the ranks and by urging them to participate in the safety program, we'll all be working together, to alleviate a measurable amount of anguish and suffering by the families of the members of our union.

Each accident, no matter how small, costs dollars and lost time, not only to those who are injured, but in many instances the employer does not have additional equipment to throw into the breach. Therefore, there are man hours lost, which is an expense item and must be borne by the employer, and from a purely selfish viewpoint, if our employers suffer financial reverses due to an excessive number of accidents wherever the fault lies, it is dollars spent. When they spend too much money unnecessarily, they are difficult to deal with at the bargaining table. In the long run each accident that occurs in the construction industry by some measure or means affects every member of our union.

ELECTION YEAR

Another important task we all face in the coming year is to participate in the political field in our coming State and National elections. As you know, we have an election for Governor and Representatives at the State and National level this year.

While the economy of our country is ever accelerating at a higher pace, let us bear in mind that to a great measure this can be traced to the Administration, both State and National, which are friendly to organized labor.

To many of us, working on the great water program in California, let us not forget Gov. Brown who instigated this water program and made it a reality, thereby furnishing thousands of jobs to the members of Local 3. The people who were responsible for this put this program through in the face of great opposition from people who could not have cared less about organized labor. You know the old saying "Why change horses in the middle of the stream?" when things are so good! Along this vein, we urge all members and their wives to register and take an active part in the forthcoming elections.

ELECTIONS WON

During the past month we were successful in winning a representation election with Fresno Equipment Company and Duval Corporation in Nevada recognized Local 3 as a collective bargaining representative of their employees after a card check. We are now in the process of negotiating these two agreements.

There will be three representation elections conducted in Guam this month.

NEW BUILDING

By the time many of you receive the paper, the new office building in Salt Lake City, Utah, located at 1958 W.

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GOOD NEWS—was received here by General President Hunter P. Wharton that he was elected AFL-CIO vice president. Identified are General Secretary Newell J. Carman, Vice Presidents J. C. Turner and Charles Paluska.

SETTLEMENTS OK IN GUAM

Continued from Page 1—

are to receive their back pay as determined by the regional director of the NLRB.

A majority of the employees concerned have already indicated their preference for Local 3 as the bargaining representative. This is a major step forward in negotiations and organizing Guam labor, Clem added.

Currently, the San Francisco office is working on 27 separate organizing programs from Guam to Utah. The majority are in California.

Practice Safety

Continued from Page 1—

Local 3 representatives Dale Marr and Fran Walker, among others, met in sessions with other labor, management and governmental agencies to revise state safety codes. The codes were revised with the combined thinking of everyone, and accidents and deaths mounted.

We have held safety meetings throughout the area of our jurisdiction, and yet the death toll mounted. Perhaps our members worked longer, or harder to complete tremendous tasks, and fatigue became an important factor—to the individual and to his machine.

In comparison with 1964, when the total killed in on the job accidents was 21, you can see why Business Manager Al Clem is alarmed with this year's total of 32. Also, during the year, 298 members died of all causes, the highest since safety records were started in 1961. This represents an increase of 65 over 1964.

Acceleration of safety meetings throughout the jurisdiction is a partial solution to getting at the root of the problem of on the job safety practiced by our members. Clem has scheduled meetings throughout the year in all areas to bring in experts in the safety field, and try to encourage more attention to the problem of industrial accidental deaths.

Watch for the meetings in your area; attend them and bring along a friend working with you on the job.

Four years after the Virginia legislature had created Bourbon County (now Kentucky) in 1775, the first whiskey of that name was created.

Hiring Hall Bid Upheld In Face of 'Work' Law

State "right to work" laws cannot be interpreted to prevent collective bargaining on subjects over which Congress did not give the states jurisdiction, the 9th U.S. Circuit Court of Appeals ruled here.

A three-judge panel upheld a National Labor Relations Board finding that Tom Joyce Floors, Inc., of Reno, Nev., illegally refused to bargain with Painters Local 567 on a non-discriminatory hiring hall arrangement proposed by the union in 1962 contract talks.

Joyce's employees went on strike and were replaced by strikebreakers. The NLRB, and the appeals court, found Joyce had forced the strike by refusing to bargain with the union, and ordered the firm to rehire the strikers and resume bargaining. Joyce refused, saying hiring halls are illegal under the Nevada "right to work" law and citing a Nevada state court decision.

The 9th Circuit judges said the court, and the NLRB, are "bound by the construction which the courts of Nevada place upon the statutes of that state." They therefore accept the proposition that the hiring hall proposal is forbidden by the Nevada "right to work" laws, the judges continued.

But Section 14(b) of the Taft-

Hartley Act does not protect a state law which is so broadly stated, they said, and the proposed hiring hall did not give the union exclusive right to its use. Therefore the provision is "not the type of agreement which was left to state regulation" under 14(b), and the Nevada law is not controlling, the appeals court ruled.

Section 14(b) allows states to prohibit agreements which require union membership as a condition of employment, the judges observed, adding "the extent to which Section 14(b) authorizes states to limit collective bargaining is a federal question."

Testimony before the NLRB disclosed that after the Painters called a strike, Joyce employed 14 replacements at \$4 an hour, about 25 cents higher than the former scale. The employer did not consult the union and did not give the increase to retained employees. The board, upheld by the court, ruled that Joyce, by making such a unilateral change, failed to meet its duty to bargain under federal labor relations law.

American Cancer Society researchers at Baylor University School of Medicine have learned that some viruses, through mutation, can make themselves resistant to drugs.



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STATUTORY ENGINEERS LOCAL 30

OPERATING ENGINEERS LOCAL 3



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San Francisco's 'Freeway' Problem

San Francisco, hub of Northern California's communities, still cannot make up its mind about its freeway problem, which anyone will tell you leaves a lot to be desired between the Golden Gate and Bay Bridges and the peninsula area.

For some time the Board of Supervisors has been squabbling over the route a proposed freeway would take, and, among others most talked about, are what is known as the "Golden Gate and Panhandle freeways."

Federal authorities have patiently, and are now impatiently, standing in the wings with a \$250 million check earmarked for local construction of the freeway while a minority has fiddled to save trees, shrubs, their panorama view, etc., and has been very vocal and vociferous in its protestations.

Business Manager Al Clem and other officers and representatives attended meetings of the city's Transportation committee and appealed for a decision on the freeway project over one year ago. This means jobs for our Operating Engineers and every other building and construction trade union. The appeals fell on partisan ears. Now we see a change in the chairmanship of the committee, and maybe we'll see some action.

The problem has drawn statewide and federal attention over the provincialness of San Franciscans. Governor Brown interceded in Washington, D.C. on the federal level to gain more time before the \$250 million freeway fund would be closed out to San Francisco. There is a good chance, with the change of "blood" on the city committee, that a plan acceptable to the Board of Supervisors may be forthcoming, but time is running out!

We hope that the recent expenditure of \$102,000 from city and state division of highway funds to hire more "experts" will produce results—a start on the freeway and prospects for jobs for Operating Engineers and other trades.

SENATE'S 'RIGHT TO VOTE' AT ISSUE

The hottest domestic issue to face the second session of the 89th Congress, which reconvened this month, is whether the House passed repeal of 14(b) (Taft-Hartley Act), will ever get to a vote on the Senate floor.

Friends and foes of the Senate measure agree that the repeal bill will be passed if it gets to a vote. Right now it is still on the calendar of the Senate since last September's 12-3 endorsement by the Senate Labor Committee, but wily old Senator Everett Dirksen (he became 70 the week before the Senate reconvened) who filibustered against the repeal bill has served notice he intends for the bill to remain in committee and will employ his same tactics.

President Johnson said he will renew his plea to Congress to repeal the bill and told the recent AFL-CIO convention in San Francisco: "With your help, we will pass it."

'FIGHT TO WIN'

Vice President Humphrey echoed LBJ and the Administration's determination "to fight and win" on the issue. He predicted repeal will "lift the standard of living for millions of workers and will be a major victory in the war on poverty." This makes sense, and we again exhort Local 3 members to write to their Senators urging repeal of the so-called "right to work" legislation of 14(b), Taft-Hartley Act.

SHABBY TACTICS

George Meany, president of AFL-CIO, at the convention, in his keynote speech, expressed labor's resentment and outrage at the shabby tactics obstructing repeal of 14(b). He added: "I find it hard to believe that a really determined majority can not, if it has the will and leadership, overcome any tactics that a minority might pursue."

DISTRICT MEETINGS

ALL START AT 8 P.M.

JANUARY

DISTRICT 7

SUB-DISTRICT 1

Honolulu — Jan. 19,
I.B.E.W. Hall,
2305 So. Beretania St. 7 p.m.

FEBRUARY

DISTRICT 3

Stockton — Feb. 1,
Engineers Bldg.,

2626 No. California St.

DISTRICT 9

San Jose — Feb. 2,

Labor Temple, 45 Santa Teresa

DISTRICT 8

Sacramento — Feb. 8,
C.E.L.&T. Bldg.

2525 Stockton Blvd.

DISTRICT 2

Oakland — Feb. 10,
Labor Temple, 2315 Valdez St.

Top of the Stack



Better Deal for Injured Workers?

The impact of AB 2023 — a measure making "the first major change" in the administrative setup of the state's workmen's compensation program in 20 years — was explored in detail at two day-long conferences in Los Angeles and San Francisco this week by more than 500 participating union officials.

Among the most important changes effected by AB 2023 is separation of the administrative and judicial functions of the old Industrial Accident Commission which goes out of existence January 15 when the new law becomes effective.

In addition, it requires employers or their insurance carriers to keep injured workers adequately informed on the status of their benefit coverage.

It also requires the employer or insurance carrier to provide the injured worker with written notice within specified time periods of the employer's intention to pay or deny payment of benefits.

Once benefit payments are started the employer is also required under the new law to notify the injured worker of any intention to terminate benefits and give the reason why and also to supply the worker with written notice of the amount of payments paid.

In the past, California was the only progressive state with a strong workmen's compensation program that did not require the employer to report benefit payments to injured employees to the State Department of Workmen's Compensation.

PIONEERS FIRST

Now California pioneers a first by requiring insurance carriers and self-insurer to report in writing directly to the injured employee and to send a copy of the report to the administrative director of the Division of Industrial Accidents.

State AFL-CIO leader Thos. L. Pitts, who served as chairman at both conferences which were jointly sponsored by the California Labor Federation and the Industrial Accident Commission, pointed out at the outset of each conference that the new law was fully in accord with policy statements adopted at the California Labor Federation's fifth convention in San Francisco in 1964.

These statements called for the creation of a division of workmen's compensation within the state Department of Industrial Relations to "supplement — not supplant — the hearings and appeals function of the Industrial Accident Commission," and called for the new division to be headed by an administrator empowered to appoint officers and employees, establish branch offices and appoint advisory medical panels.

TIGHTER ADMINISTRATION

"The primary functions of the division should be to supervise the adequacy of medical care upon the recommendations of the medical director of the Industrial Accident Commission so that injured workmen will receive competent and adequate care including specialized treatment when necessary," the policy statement said.

It also called for the division to audit the promptness and accuracy of benefit payments to injured workmen and to require employers to make reports on injuries within 10 days after injuries: (1) resulting in either death or permanent impairment; (2) rendering an injured person unable to perform a regularly established job at his place of employment; or (3) requiring medical treatment beyond ordinary first aid.

Thomas M. Saunders, chairman of the Industrial Accident Commission who described AB 2023 as "the first major change" in

the state's workmen's compensation program since the department was reorganized in 1945, said the new law "will have the effect of improving a very excellent workmen's compensation system in California."

He said of the three major components of the workmen's program in California—administration, benefits and coverage—California's program was among the best in the nation in terms of benefits and coverage but that the administrative aspects of the state's program were heretofore the weakest side because it boiled down primarily to just a judicial function.

Creation of an administrative authority to supervise claim payments represents a significant improvement in the program, he said.

Comparing the state's workmen's compensation program with those of New York, Wisconsin and Michigan, Saunders said California has a good benefit structure and almost perfect coverage since it has even included farm workers since 1959.

STOP LONG DELAYS

In the past injured workers have often suffered long delays in receiving benefit payments or adequate medical care simply because the insurance carriers have unnecessarily delayed processing the worker's claim or a doctor has failed to send in a pertinent report promptly.

The creation of the administrative division, Saunders said, is expected to result in a substantial improvement in the promptness of processing claims since the new division, which Saunders will head, plans to use computers to rank insurance carriers on their performance and to publish the list at least once a year.

The Workmen's Compensation Study Commission report published last year found that car-

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Utah State News

Highway Construction Hit All-time Peak

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

SALT LAKE—By the time this article reaches you the Salt Lake Office should be housed in the new building which we are sure will be welcomed by all. It is a practical but beautiful building and one we can all be proud of. Due to the careful planning and expert workmanship nothing has been overlooked, from the entrance where an outstanding neon sign flashes to the spacious landscaped driveway and parking lot. We hope every member in Local No. 3, can at some time, visit us.

We look forward to a good season in construction here in Utah. Henry Heland, director of highways, claims Utah spent approximately \$18 million more during the fiscal year ended last June 30 on highway construction than the previous year.

He listed last year's highway construction costs at \$83.11 million compared with \$65.26 million the previous fiscal year. Projects on 150 miles of highway costing \$33.51 million were completed from Jan. 1 through October, 1965. Scheduled for completion during November and December, 1965 were projects on 70 miles of highway to cost \$12.3 million.

Utah will receive \$791,542, the largest sum allocated to any of the Intermountain states — for beautification of highways in the fiscal year ending next June 30.

Construction shops in the city are bustling with activity at present, but the activity in the construction stops right there. The University of Utah's building program has slowed with the weather but some activity still prevails. Okland, Garff & Ryberg, Tolboe, Harlin and Morrin Culp companies are still at work but on a reduced scale.

The jobs contributing to Kennecott's expansion program are still progressing in spite of frost and snow. Bechtel Corp. crews are at work building a new precipitation plant. They are also installing pipelines and pump stations from the plant site. This company employs some 69 members of this Union, after recent layoffs.

NEW CRUSHER

Western Knapp Co. is constructing a new crushing plant on the mountain south of Magna. They have moved a lot of rock and are still at it. New structures are appearing above ground as the work progresses. A railroad grade to the crushing site is also under construction. Some 70 members are still at work on this project and prospects to continue through the winter at present are good.

Kaiser Engineers and Parsons Co. are re-building the smelting section of Kennecott's operation in Utah. They employ a large number of engineers and those on the payroll at present have a good chance to last the winter months.

The Phillips job at North Salt Lake is another of those good jobs that seem to happen all too seldom. The 150-ton Manitowoc is ready for action. Brother "Buzz" Peterson was heard to have made the remark, after a 90-ton pick, that it hardly took the slack from the hoist line. His oiler, Gary, says he doesn't have to oil the hook rollers because they haven't touched the circle

yet. This big rig is being supplemented by Mettomes 60-ton Lima, operated by Brother Don Wright whose oiler is Brother Russ Goddard. Brother Ira Whitney is operating the old Manitowac and his oiler is Brother Frank Hinds. Brother Nyle Reese is operating the Koehring crane and his oiler is Brother Don Hunnell.

Brother Cal Withers is Master Mechanic and is deserving of much credit for this good job.

NORTHERN AREA

Work in the Northern part of the state is slowly coming to a halt, with most of the road jobs closing down on account of frost and cold weather. At this writing it looks like Old Man Winter has really set in.

Morrison Knudsen's job at Echo Junction is on a two-shift basis. It has been a very good job for about 75 or 100 operators. We are in hopes that the winter weather doesn't become too rough so the job can continue. They are now ripping out around one foot of frost, and stock piling it in order to start a new fill and a new cut. We would like to say "Hurrah" to the Brothers on this job for their fine unity. We would also like to congratulate Brother Smokey Franks for the outstanding work he has done as steward on this project.

Gibbons & Reed Construction Co. has three road jobs in this area and have employed many of the Brothers this Summer but the time has come to shut down the Hot Springs job and cut their operators to a minimum.

J. B. Parsons Construction Co. is still keeping a few of their key operators and men who have been with them for many years. This has been another good job in this area. I would like to congratulate the brothers and operators for their fine cooperation, and a special thank you to Johnny Kerr who did an outstanding job as steward.

Fife Construction Co. has laid off most of their operators and shut down most of the jobs in this area; however, they have been very good in trying to hold several of the Brothers by putting them in the shops or Sand & Gravel industry.

CAUSEY DAM

The \$3.8 million Causey Dam Project is nearing completion; however, completion date was June 4 of this year but due to bad weather they are lagging behind. They worked two shifts during the Summer but have cut it back to one shift. The concrete work is all that has to be done. The company has to finish up the huge spillway and the diversion tunnel which will form the outlet works when finished. This spillway will require 7,600 cu. yd. of concrete and the outlet works, including the intake structure, will require 3,700 cu. yd.

The outlet tunnel is 1,190 feet long. The initial part of it is a seven-foot diameter circular section. The tunnel itself will carry the water. The second part is a horseshoe section which will contain 560 feet of 52-in. diameter steel pipe for water transmission. The horseshoe section has a walkway for personnel access.

The big spillway on the north side of the dam has 34-ft-high

walls at the top. Walls on the long chute section are 10 ft. high and the stilling basin walls are 47 feet high. The basin sits on a six-ft-thick concrete pad.

Heintz's contract included the relocation of 1.6 miles of the Boy Scout Camp Kiesel road which used to run along the bottom of Causey Creek Canyon. That work is finished. When the dam is completed, water will back up into

the canyon for 2½ miles and provide Camp Kiesel with a lake.

One of the main purposes of this dam is to control irrigation water for a 5,000 acre area in the Ogden Valley. An 8-mile Ogden Valley canal was constructed earlier by Fife Construction Co. of Brigham City to handle the water below the dam. This canal will be able to supply 330 million gallons of water a day.

Utah Brother Overcomes Disability

This writer has had occasion to become well acquainted with many of the Utah members over the years and numerous interesting stories could be written of their hobbies, etc. This, for example, is about one of our good members, Charlie Pasquali.

Charlie came to the United States from Italy when he was a young boy and made his home in Utah. We first came across Charlie when he worked for Utah Construction Company on the Lark Tunnel in Bingham in 1949. He joined Local No. 3 shortly after, and has been an exemplary member since that time. It was always a pleasure to have Charlie come into the office because you could anticipate a pleasant, informative conversation. He was proud of becoming an American citizen and a union member.

Brother Pasquali has had a handicap for a number of years. An injury inflicted in his youth steadily became worse; that of his eyesight. Charlie saved up enough money to go to the Mayo Clinic but to no avail. Thus, he has been

forced to take an early retirement. We were happy to secure a disability pension for him which will help in a small way to compensate for this handicap. But when handicap is mentioned to or about Charlie, it just doesn't seem to ring true.

The writer visited this fine man and his equally fine wife, Fioretta, and was greatly impressed by what he saw. A solid home in which Charlie had built indoor cabinets and drawers, an outside patio, all of which would be a challenge to any one. He and his wife, who sees a lot for him, have their own chickens, goats, and a world of comfort in their accomplishments. From the kitchen came home-made bread, rolls, cheese and wine which were delicious and expertly made. Such hospitality will long be remembered.

Before we left, Charlie entertained us with his accordion and harmonica which he played together with a contraption he had made. The accordion was hooked to an amplifier which gave it a professional sound. With this, Charlie has entertained many

Eureka News

Protect Registration Rights

BY RAY COOPER, BUD MALLETT

EUREKA — Due to the first rains, work in the Eureka area has slowed down, however, there are still some jobs going, such as the bridges over in the Hoopa country these will continue regardless of the rain.

It is "that time of the year" when many are signing the out-of-work list, and will possibly be there throughout the winter months. Therefore, we would like to remind you that your registration is valid for only 84 days or 12 weeks from the date of registration. You may retain your place on the list by successive re-registrations.

Registrations must be made between the 76th and the 85th day after original registration or last re-registration, and each such re-registration shall be valid for an additional 84 days from the last date of registration.

Anyone failing to exercise this right of re-registration within the time permitted shall be stricken from the appropriate list.

All of the work in the Gasquet area is finished and the contractors have all moved south. There is however, some small jobs in and around Crescent City that will keep a crew of the brothers working until after Christmas, "weather permitting."

Around Eureka there are a

few small jobs still going due to the unexpected good weather. Which in itself is a nice Christmas present to some of the brothers.

Iverson Construction of San Jose has moved in on their job at Klamath to remove the old bridge and weirs from the Klamath river. With the new freeway and bridge now in operation it will no longer be needed.

CLEAN UP

Baldwin & Warren has finished the road job at Bridgeville and moved the equipment to San Francisco. At the Ruth Dam, Jack Campbell has about two weeks more on the spillway. Trico has completed their part of the road work and has moved out also. Back down to Bridgeville, Silberberger Construction has completed all the rip-rap on the Fortuna levee and has closed their quarry. They still have some clean-up work with two cranes that will last another week or two.

Green Construction Co. is taking advantage of the break in weather after our first winter rains and have called back quite a few of the brothers on the Scotia job.

Mercer Fraser Co. is still employing a large number of engineers on their payroll with work scattered throughout the

Are You Eligible For a DI Refund?

If you worked for two or more employers during 1965 who deducted disability insurance taxes from your wages and if you earned more than \$7,400 in taxable wages during the entire year or more than \$5,600 prior to August 1, 1965, you may be entitled to a refund for overpayment.

That's the word put out in "Notice to Employees" by the State Department of Employment which employers are supposed to post in a conspicuous place in their offices.

Claims for the refund must be filed during the period January 1 through June 30, 1966, and application forms (DE 1964) may be obtained after January 1, 1966, either from the central office of the Department of Employment at 800 Capitol Mall, Sacramento, California 95814, or from any local State Department of Employment Office.

Wages earned in and reported to states other than California may not be figured in refund claims, however.

For further information and assistance contact your nearest State Department of Employment office.

If you have any doubt about your eligibility for a refund, check it out. It may be worth a day's wages or more to you.

people. In fact, music is his first love.

He has two children, a boy and a girl. His son is now serving the United States Air Force.

So—to you Charlie—we say—keep the zest you have for living and may God Bless You in your endeavors.

area. Here we are in the middle of December and they have all three of their hot plants rolling out plant mix for their paving crews.

Redwood Empire Aggregates has its plant and paving crew busy on various jobs in the area.

The Rock Sand and Gravel plants and Concrete plants are all going full bore, getting as much done as they can before the heavy rains set in.

PULP MILL ADDITION

Work is now underway on a million and a half dollar addition to the Georgia-Pacific Pulp Mill. This will include a washing and screening process whereby the wood chips will get a little better cleaning before entering the digester (pressure-cooker). Who knows maybe this will help "the smell"? Hoffman Engineering Corporation will be the contractor on this work.

The Crown Simpson Pulp Mill, being constructed by Wright, Schuchart & Harbor and various sub-contractors, are making very good progress on this new plant. These industrial plants and buildings has been a tremendous help to many brothers as they work throughout the year regardless of weather.

Brothers, we would like to remind you again that safety is an important factor in the construction industry, "SO THINK SAFETY AND WORK SAFELY."

Bridge Bid Awarded

Oroville Dam Overlook Moved to High Ground

BY HAROLD HUSTON, BILL WEEKS, BILL METTZ AND ERNEST SUTTON

MARYSVILLE — During the past month we have completed negotiations with Diamond Steel Company, Inc., Yuba City, and the Yuba Sutter Scavenger Association in Marysville. These have been real tough negotiations, but we are happy to report the Negotiating Committee brought back real good contracts which were submitted to the employees for each employer, and they were overwhelmingly approved.

Our goal in all negotiations is to obtain the best wages, working conditions, and fringe benefits possible in this district. Business Representatives follow up to determine that each employer lives up to the contract signed. It always is a pleasure for us to be able to help any member who comes in with a problem. We know that by working together we will get the job done.

The out-of-work lists are beginning to grow each day due to excessive wet weather we have had for the past month. We welcome the New Year 1966, and hope it will be the best year yet for every brother engineer and his family. The work picture is real healthy with many new jobs to start in the Spring. Please be available when the dispatcher calls you for a job or leave word where he can reach you. We do not want any brother to miss a job when his turn comes.

PIOMBO COMBINE BIDS LOW FOR SOUTH FORK JOB

Piombo Construction Co. and Rothschild, Raffin and Weiricks, Inc., of San Carlos, submitted the low bid on a bridge to be constructed over the South Fork of the Feather River. The bid was \$2,733,336. The bridge, about 12 miles from Oroville, will be part of the relocation of the Oroville-Feather Falls road. The present road will be under water when the Oroville Dam reservoir is full.

The bridge will be a 1,056-foot cantilever, steel truss structure. The central span will be 440 feet, 300 feet above stream-bed, and the side spans will be 308 feet. The job will require 1,200 tons of structural steel, 2,300 cubic yards of reinforced concrete and 1.5 miles of paved roadway. About 300,000 cubic yards of earth and rock will have to be excavated. At this time we have quite a few engineers working, and hope to add more as the job progresses.

ORO ROAD JOB

The State Department of Water Resources awarded a \$2,347,000 contract to O. K. Mitty & Sons of Gardena, for relocation of a 7.5 mile section of the Oroville-Feather Falls County Road near Oroville. The relocation will begin west of Lake Wyandotte on Olive Highway to the South Fork Feather River Bridge under construction.

The roadway excavation will be approximately 900,000 cubic yards. One three-bench cut on the roadway alignment will include about 220,000 cubic yards, and will measure 117 feet high on centerline. The job is part of the State Water Project, and completion is set for November, 1967.

The state announced plans to relocate a sightseers' overlook at Oroville Dam 325 feet higher on a hillside. Bids have been called for on the estimated \$125,000 job which will include an information center, parking area and restrooms. Completion is for May. The move to a higher vantage point is caused by construction of the 770-foot dam, which will soon block the upstream view of Feather River.

Yuba Consolidated Industries, Inc., Benicia, was the low bidder for completion of the penstock intake in the left abutment of Oroville Dam for the Oroville powerplant of the State Water Project. The firm's bid was \$4.42 million. The job consists of construction of two temporary bulkheads, two penstock intake gates, one intake gate lifting beam, one penstock intake gate gantry hoist and a control room.

The State Department of General Services has awarded a \$307,340 purchase order to Westinghouse Electric Corp., Sacramento, to furnish control switchboards for the Oroville power plant of the state water project. The work to be performed included fabricating and delivering six generator control switchboards, six turbine control switchboards, six turbine switchboards, one emergency control switchboard, one switchyard control switchboard and three annunciator panels. The work is to be completed by November, 1966.

HUB STREET BIDS

The State Division of Highways is advertising for bids for reconstruction and improvement of portions of Highway 70 (E Street) in Marysville. Bids will be opened January 5th with \$459,600 available including \$182,600 to be paid by the City of Marysville.

The mile-long project calls for widening 10th Street from four to six lanes with construction of an undercrossing of 10th and I Streets. Eleven major intersections on both highways, between 2nd Street and the bridge over the Feather River on 10th Street will be improved with traffic signal modifications and new left-turn lanes.

On E Street (Route 70) left-turn lanes and three-way traffic signals will be provided at each intersection. At the present time there are no left-turn pockets, and signals at two-block intervals only. A raised center dividing strip will be constructed between 2nd and 6th Streets extending the median divider which already exists from 6th to 9th Streets.

Tenth street (Route 20) will have three lanes in each direction. The grass-planted center strip will be retained and existing side curbs will be set back. In addition to the traffic signals at F and H Streets, another will be installed at G Street. All 10 signals will be inter-connected on a fixed time-speed sequence and left-turn arrows will provide safer, more efficient left-turn movements.

At the curve, where 10th and E Streets intersect, the median will be closed. A signal will be

installed at 9th and D Streets to facilitate the use of D Street by traffic now crossing the median at 10th and E Streets.

The ramp at I and 10th Streets and the undercrossing beneath the 10th Street bridge west of J Street will provide access to city streets serving the 23-acre shopping center now under development south of 10th Street next to the levee.

WATER TANK CONTRACT

A. Teichert and Sons, Inc. of Yuba City has been awarded the contract for construction of two one-million gallon water storage tanks in Yuba City. Teichert bid \$264,037 for construction of the two tanks.

The two tanks to be constructed for use next summer, are part of the city's \$3.25 million water improvement project, for which \$3.25 million in bonds was approved by the electors in September. The tanks are needed to supplement the city's existing wells and storage facilities during the summer months when water pressure drops considerably.

Other parts of the project include a water treatment plant, pumps and lines to take water from the Feather River, storage facilities at the treatment plant and main transmission lines in the city. Work will commence at once with completion date scheduled for July 1, 1967.

The same employer was also successful in submitting a low bid of \$162,920.50 for widening and reconstructing a 2.3-mile section of Riz Road in Glenn County seven miles southeast of Willows. The section to be improved is between 3.8 and 6.1 miles east of Interstate Highway 5 and will be graded, widened and paved with minor correction in alignment. The project will take about five months to complete.

A. Teichert & Sons, Inc. has completed work on a State highway contract in the Chico area widening a 1.3-mile section of US 99 from two to four lanes between Lindo channel and Shasta Avenue. The State highway division planned this work ahead of anticipated completion of the third unit of the Chico freeway some time next year. When the freeway east of the existing route is in full use, about eight miles of the present Highway 99 will be relinquished to local agencies.

BEALE AIR BASE

Stolte, Inc. are in the clean-up stage of their runway extension job and parking aprons. Bing Construction Co. have finished the concrete and paving operations. United Nations Constructors, Inc. have all the underground facilities completed and will be going to the West side near Arbuckle to start a job for the Bureau of Reclamation installing water lines to distribute irrigation water to the ranchers. Baldwin Contracting Co., Inc. and A. Teichert & Son, Inc. both have grading and paving jobs

going when the weather permits.

A. Teichert & Son, Inc. has a crew of mechanics busy in the Yuba City shop and a few engineer operators. Lamson Construction Co. have several jobs going in Colusa and Sutter Counties.

Boyle Bros. Drilling have a new type of case drill working for the Department of Water Resources west of Willows in the Paskenta Meadows area. They will drill and case a six-inch hole to a 1000' depth, case with a 3" diamond bit to 3500' and reduce to a 2 1/2" case to a depth of 4500'. This will be an exploration hole for a proposed tunnel to transfer water from the upper region of the Eel River into Grindstone Canyon and Thomas Creek, thence into the west side canals of the Sacramento Valley.

Hydro Conduit Corporation have the new plant in full production at Hamilton City with Operating Engineers enjoying the new improvements made for their comfort.

Baker Rock Co. has started to produce again. A. Teichert & Son, Inc. have reduced their crew to maintenance at Hamilton City.

OTHER JOBS

Rain and foggy weather has most of the work in this area shut down, such as Guy F. Atkinson Company at the reservoir, Morrison & Knudsen Company

at the Thermalito Power Canal and all highway jobs.

C. J. Langenfelder & Sons, Inc. are burning and clearing on the South Fork and Middle Fork of the Feather River which is part of their contract for clearing the Oroville Reservoir.

Guy F. Atkinson Company at the Thermalito Power House has a few operators working steady on concrete pours.

McNamara-Fuller Co. are still having problems, but going ahead with the job.

Mastellotto Enterprises Inc., B. C. Richter Contract Co., R. E. Marler & Sons and Mathews Contracting Company, Inc. plant are moving very slow owing to the weather.

INDUSTRIAL UNIT

The Hydro Conduit Corp. has moved all of their personnel and equipment to their new plant in Orland. It is now under full operation with production being increased considerably.

We recently made a tour of this new automated plant and was surprised to find that none of the engineers had lost their jobs as a result of automation. Believe it or not, they have hired five new engineers.

The Baker Rock Co. is back in production after a lengthy shut down. The problems have been corrected and production should continue, weather permitting.

LBJ Reviews Economic Gains

In a talk to the Business Council, President Johnson cited many dramatic economic gains recorded during the past 58 months of unbroken prosperity. Since early 1961, he said:

—Our gross national product has risen more than 35 per cent—\$174 billion.

—Our consumers are spending \$104 billion more a year.

—Our unemployment rate has dropped from 6.9 per cent to 4.2 per cent. While we have added almost 4.75 million workers to our civilian labor force, we are employing almost 6.5 million more people.

—The number of people with jobs, at 72.8 million, was a November all-time high, and 2 million above the same month a year ago.

—The number of unemployed totaled 3 million in November, the lowest figures have been since the middle of 1957.

—The unemployment rate among married men fell to 2 per cent, the lowest since we began to keep monthly records for them back in 1954.

—The rate of unemployment among teen-agers is 12.5 per cent, significantly down from November a year ago when it was 14.3 per cent.

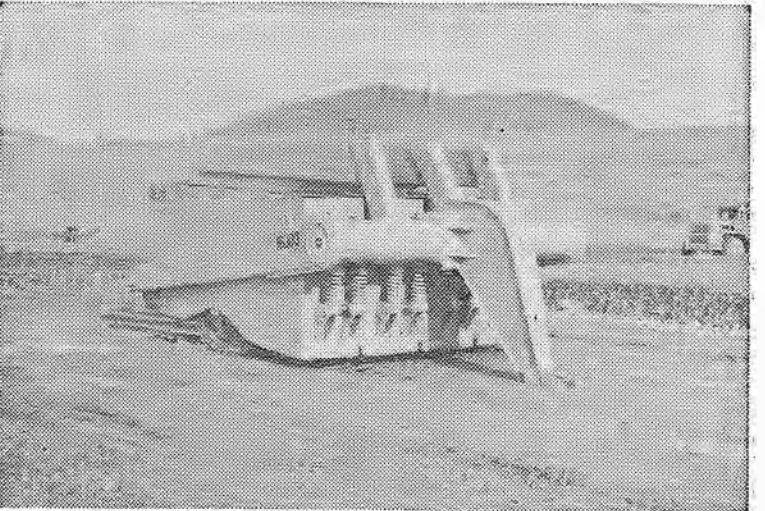
—Unemployed non-whites decreased by 75,000, or 10 per cent from November a year ago.

—The number of persons out of a job for 15 weeks or longer has declined by 30 per cent since a year ago. By now, more than half of the unemployed in this country have been out of work for less than five weeks.

—Disposable personal income has been lifted from \$1,950 to \$2,400 per capita, a rise of 25 per cent.

—Wages and salary income have increased 33 per cent.

—And corporate profits after taxes have increased 84 per cent.



INNOVATION—when present equipment no longer fits the job, heavy duty repairmen and welders working for Oro Dam Contractors, started from scratch and came up with this 100-ton roller. This compactor is fabricated with one-inch material and empty weight is 96,285 pounds.

Capitol City

\$10 Million Award Added W-X Freeway

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

SACRAMENTO — Stolte, Inc., has started work on its 10 million dollar W-X St. Freeway Project and has several hundred feet of pipe to lay to start off. The piling has been subbed to Raymond Concrete Pile Co.; drilling to Myhren Drilling, and clearing to Gravelle & Gravelle. Stolte will be hiring more men as the job progresses.

Kiewit hopes to have the south-bound lanes of the 29-30th St. Freeway from A St. to P St. open to traffic by Christmas. Also, this company is making good progress on the P St. to Broadway section. On its portion of the W-X St. Freeway, finding suitable fill material is still a problem. Several months of pile-driving must still be done on this project.

On Kaiser's W-X St. Project, the steel is finished on the east side of the river and has moved over to the west side.

Fruin-Colnon has also moved all but the deck crew to the west side of the river. These crews have been losing very little work because of weather.

Bids should be let for the twin four-lane bridges across the American River at Jibboom St. by the time this goes to press, and will include interchanges at Richards Blvd. and Garden Hwy. Future contracts will be let the early part of 1966 on this Freeway Project.

Fredrickson & Watson has got its batch plant set up and has started pouring concrete at the County Airport. An automatic slip form paver is laying the concrete.

The first portion will be the parking area in front of the Terminal Building and will be a strip 350 feet wide, ranging from 12 to 15 inches thick. Several scrapers are still running when the weather permits.

Arden Sand & Gravel may not start with the blacktop until Spring. Workmen are trying to seal the rock base to survive the winter.

Hardin & Thatcher is moving a truck crane in to start pouring concrete on the Control Tower. Granite Construction has shut down for the Winter on its Freeway job at the Airport and will not start the concrete paving until Spring.

The weather has slowed most of the local contractors on their various street and subdivision jobs, but they are trying to work as much as possible.

A. Teichert & Son got most of the dirt moved on its subdivision at Greenhaven.

YOLO AREA

Work in Yolo County is rather slow with some building going on in Davis at the University of California Campus.

Granite Pipe Lines activities on the Sacramento State College Campus is in high gear. Armco is the boring subcontractor for Granite.

P.M.I. has quite a bit of steel to set at Teichert's Jackson Road Plant. Lentz has a big inch storm drain operation going on Howe Avenue at the Freeway intersection. Brother engineers are doing a good job.

Most grading jobs have been tied up because of the rain, and



SCRUBBER—deadly exhaust fumes in tunnel construction are fatal, and this weird-looking "box" on the end of the Euclid dozer is called a "scrubber." It "cleans" carbon monoxide from engine.

Teichert is scattered all over attempting to do the necessary patch work due to the roads being open during the rain.

Overhauling and repair work are predominant as is the order of this season. A. Teichert jobs out on Jackson Road as well as other contractors.

Ham Bros. is busy on its underground activities in the Fair Oaks area. An-Nan Construction is grading, weather permitting, at Sunset City and we see a lot of the good brothers from the crane rental firms such as Wilkins Drayage and Reliable, moving around pretty good for this time of year. Fullerton is progressing on its apron work at McClellan Field.

INDUSTRIAL UNITS

Western Concrete Pipe Co. of Sacramento has retained around 10 operating engineers on a three-shift basis. We have been informed by plant management, that the operating will continue through the Winter.

American Concrete Pipe Co. in Madison is also keeping its crew very busy due to increased orders.

Brothers at Blakemore Equipment Co. are extremely busy repairing Blakemore's, as well as customer's, equipment. Three of the brothers are on the payroll on a year-around basis. This company does an enormous amount of repair work on electrical type earthmoving equipment.

The L. R. Murphy Scales Co. will be very busy through the Winter. This firm rebuilds their stock piles during the Winter months in order to be ready for the Spring rush. There are about 40 brothers employed by this company.

Rhea Tractor Co. is extremely busy overhauling equipment. At this time, they have many GMC Diesel Motors to rebuild and also, they sell and service all types of rubber tire and track layer type tractors, keeping about 15 brothers busy all year.

Brothers employed at Loggers and Contractors are repairing equipment from the American River Project as well as equipment rented to local contractors and should be busy for some time.

The Rix Co., of Sacramento, has about five brothers repairing equipment that has been out on rental all summer. Most of it is overhauled and repainted during the Winter season.

Work continues to hold at Arden Sand & Gravel even though rain and bad weather persist. We have about 24 brothers currently employed by this company. Their plant at Carmichael is running on a two-shift basis and the Folsom Plant is on three shifts. Also, the Folsom Plant was temporarily down due to a very serious breakdown, but it should be back in operation by the time this reaches you.

We congratulate Wayne McGee on his recent appointment to the position of superintendent for this company. He tells us the work load should continue for some time.

The P.C.A. Plant at Fair Oaks has slowed down but they will be fairly busy through the Winter and are still on two shifts, keeping approximately 30 engineers busy.

OTHER WORK

Teichert Sand and Gravel has made considerable progress erecting its new plant at Perkins.

They have passed the half-way mark to completion.

Due to the weather, Brighton Gravel Company and Waldon Aggregates have slowed operations to practically nothing, however, they should fire up again in the near future.

Work is going at a normal pace at Tenco's Sacramento and Woodland shops. Our Brothers have been busy most of the year working on caterpillar equipment. Congratulations are due to Brother Dale Schultz on his recent appointment to shop foreman. The partsmen working for Tenco are extremely busy because of increased repair work necessary.

Morgan Equipment Co. is probably as busy as they have ever been. Its shop is full of equipment awaiting repairs and our brothers should have a very lucrative Winter.

Work has increased considerably at Clarks Automatic Welding Shop as cat tracks and rollers begin to come in for rebuilding. There are about 10 engineers working for Clark now and they, too, should have a very good winter.

POLLOCK PINES

Gates & Fox is still working on a 1200-foot, nine-foot diameter, exploratory shaft at Loon Lake and is to a depth of 760 feet. It will make a 90-degree turn into a 20,000-foot tunnel that will lead to the Gerle Reservoir Project. The Machine Hall Power Plant will be located around the bend from the bottom of the shaft. The shaft should be completed by January 1st.

A contract in the amount of \$236,681.50, was awarded to Elmer Wendt from Rio Vista for the runway at the Placerville Airport.

Murphy Pacific Co. completed the salmon and steelhead ladders at the Nimbus Hatchery in time for a very good salmon run. The ladders had been flooded out during the high waters last year. Also at Nimbus, the Gordon Ball Co. is rapidly moving muck across the American River temporary bridge over the American River on Hazel Creek Ave.

Lee Roberts, project manager for Walsh Construction Co., reports that Slab Creek Dam reached a 10% completion mark on December 8th, one month after the first concrete was placed. Placing is being done with two Liebherr Model 250 C/320 Tower Cranes handling two cubic yard buckets. The cranes have a boom length of 164 feet, and the mast will eventually be extended to 219 feet. They are rated to handle 11,000 pounds at 164 feet. These cranes are the largest of this type in the world. This company employs between 19 and 25 operating engineers.

HIGH COUNTRY

Site survey work has begun on the vital Auburn Dam. This is only the beginning of this historic project, and in a couple of years, it should be under way. The total cost of the project will be approximately 428 million dollars.

Work has slowed considerably

Vallejo Engineers To 'Meditate' While it's Raining

By AARON SMITH

VALLEJO — Operators in the Vallejo district appear to have plenty of time to meditate the coming 1966 construction year. Rains have "grounded" all equipment, and it may get wetter before it gets better!

In recent contract awards, Jordan Co., of Fairfield, was awarded a project to install an "oxidation ponding" system for the city of Fairfield at a cost of \$482,000 and Arntz Construction was given a \$768,000 job for a waste treatment plant in the same city.

Syar & Harms was awarded a paving job in Vallejo's new Foley park and Alex Robertson, of Bakersfield won a waterline job in Vallejo for \$77,262.

Elsewhere, Darkenwald, M.K. and Westbrook companies shut down the Benicia-Cordelia project until Spring.

Gordon Ball has a few Brothers working; Ray Breshears is steward on the Ball project between Fairfield and Vacaville on highway 40.

A. Teichert and Son is trying to "mud in" the sub-division at Vacaville; Elmer Wendt and Joe Richards companies closed operations on Ulitus Creek flood control. Most of the Brothers will return here "weather permitting".

In Vallejo, Clyde Plymell is keeping a few Brothers at work on the Granada Heights project; Allstate Equipment Co. is in the "finish stage" on Wilson Ave.; Erickson, Phillips and Weisberg has had little "down time" and should keep everyone busy working out the Winter on the Sears Point high-level bridge.

Biggest job in the district is Syar & Harms' project installing "shoulders" to the widened Highway 40 project.

for the present. Hell Hole Dam has been topped out and the remaining crews are on a one-shift basis. The Ox Bow Dam is also about finished. There is some clean-up work to be done, and the gates are being set.

Tunnel crews are pouring concrete, guniting and cleaning up, are working two shifts, and should continue through the Spring of 1966.

All highway jobs are shut down for the Winter, but plants are doing a little work. To sum it up, things are normal "for this time of year."

HOLDING CHECKS

We are holding checks and correspondence for the following members: Kenneth Ames, Frank C. Beams, Jesse Boswell, Roland Brown, Rod Campbell, and Paul DeWitt.

Oscar Dodson, Richard Haddock, L. Harris, Carl E. Johnson, K. E. King, L. Harris, and John Donald Long.

Dave Mitchell, E. Nordyke, Rex Palmer, Ed Pashepki, and Howard K. Ralston, just picked up.

George Shea, L. Strickland, T. N. Tafolla, Charles Webb, and Earl H. Whittaker.

We extend our deepest sympathy to the families and friends of the following brothers who have passed away: George W. King, Leon McKinney, Rodney J. Roddan, and Lester Wright.

STOCKTON REPORT

It Could Be A Very Good Year—1966

By WALTER M. TALBOT, AL McNAMARA, GLENN DOBYNS

STOCKTON — Our first report for the new year gives us the opportunity to wish every one a "healthful and prosperous 1966," and affords us the time to reflect on job opportunities during 1965 and to anticipate what the new year holds in store.

1965 was a good year for the operating engineers, who worked through the Stockton and Modesto offices. This was due largely to the many projects on the west side of the district in addition to the normal amount of work that is contracted each year. In most instances there was either none, or a very short waiting period between job placements.

1966 should equal or exceed the record number of men placed on the jobs, that was set in 1965. This will be due in part to the work that is still in progress on the California Aqueduct and the West Side Freeway projects. Most of these jobs will continue well into this year, and more contracts will be forthcoming in order to complete that phase of West Side Freeway that runs through this district. If other large projects, that are contemplated for this district, get underway in 1966, it should be a bountiful year for the members of this area.

Even in the midst of good times, many become unemployed at this time of year. This has been, and will continue to be, the nature of this type of work so long as earth moving is effected by the weather. However, we believe that more engineers worked here in December than at any time since the floods of 1950 and 55.

Western Contracting Corp. continue to double-shift the dirt moving operations on the three separate contracts they have with the Department of Water Resources to construct the California Aqueduct. The trimmer and lining equipment is now progressing nicely on a portion of the first contract and will be moving into contract #2 area soon, where the excavation work is nearly completed. At that time, the earth moving equipment will be transferred to contract #3, which is the north end where five TS 14 tandems and other equipment have not missed a shift in spite of the heavy rain storms that passed through the district. The company's schedule is for the trimmer and lining equipment to continue down the canal on the west side of contract #1, complete the loop of contract #2 and return to the east side of #1 and then into #3 that is expected

to have the excavation work completed by that time.

H. O. Rutherford is sub-contracting the slides that have occurred on Western's contracts.

Granite Construction has the job of preparing aggregates for the lining phase of Western's operation. Granite is the successor to the contract that was held by Rush Construction, which changed hands with the untimely death of Mr. Dick Rush.

BIG MACHINE

Wunderlich Co. also lost little time due to the adverse weather and are moving dirt at a fast pace with three spreads now working in San Joaquin County on the California Aqueduct. Where Western's project is primarily a "Euclid" operation, Wunderlich's is strictly with D9's-657's-DW 20's and #16 blades.

Gallagher & Burk & Stolte moved approximately one-third of the dirt on the Tracy By-Pass job, and at this report, are only two days behind schedule due to the overtime afforded the brothers in order to recover the time lost due to the unusually wet weather for that area, which caused them to lose time.

Service Construction Co. resumed operations at full scale in order to complete the new stretch of the Delta-Mendota Canal before January 15th, when the Canal will be refilled with water. Service's job consists of constructing approximately ½ mile of new canal, lining same and backfilling the old channel. This job was required due to the fact that a portion of a proposed cloverleaf of the West Side Freeway and Highway 132 came within the existing canal.

McNamara Corp. has a blade or two finishing up the shoulders on their contract of West Side Freeway.

A. Teichert & Son have completed the dirt moving phase of their contract of Highway 132 and the Tracy By-Pass and are now working on the structures only.

Fredrickson & Watson & Lew Jones Construction, a joint venture, have subbed all the dirt moving on their contract of West Side Freeway to A. A. Baxter, who is working at this time.

THINGS BOOMING

Peter Kiewit Sons is busy on the West Side Freeway contract in south Stanislaus County. Kiewit really got underway in December by placing orders for a large number of operators. The powerhouse job at Early Intake,

also a Kiewit contract, continues to make progress in sub freezing weather.

Valley Engineers, Inc. of Fresno has a crew of pipeline engineers on their twenty miles of gas line from Clements to Ione and from Wallace to Burson.

Al Haworth of Stockton was low bidder to the U.S. Forest Service to construct two miles of new road east of Tuolumne City along the Clavey River for approximately \$250,000.

Nomellini Construction Co. of Stockton was awarded the contract to construct an employee dining building at the C.Y.A. complex south of Stockton for \$262,134.00. This is the second contract secured by Nomellini, however, very few engineers are employed in this type of building.

Granite Rock Co. has new facilities located west of Vernalis producing aggregates. The location of this installation is well chosen, as the California Aqueduct, West Side Freeway and its access roads are all within a few feet to one mile from the new plant.

H. Earl Parker and Frank Fuller, successful bidders to clean

debris from the Stanislaus River, are still busy on their respective contracts that adjoin in the vicinity of the Orange Blossom bridge near Oakdale.

STOCKPILING

Due to the increased work load this past year the rock, sand and gravel industry was forced to double shift their operations to keep their stockpiles of aggregates from being depleted. Most of the plants will continue to work through the winter in order to rebuild their stock piles for the increased demands that will be made in 1966.

Those firms affected are P.C.A., Teichert Aggregates, Claude Wood Co., Stockton Sand & Gravel and Granite Rock Co. in San Joaquin County and Standard Materials, Santa Fe Rock, George Reed Co., Turlock Rock, American Sand & Gravel and Frank Marks in Stanislaus

Scientists working on an American Cancer Society grant at Henry Ford Hospital in Detroit use techniques which enable them to see structures as small as 20 billionths of an inch.

Redding Slowed, Hit By Rains

By TOM ECK, ED DU BOS, LOU BARNES

REDDING — After toiling long hours this past construction year, Brothers in this area are "buttoning up" for Winter's rain, sleet and snow and turning their attention to what is in store for construction during 1966.

Several smaller jobs have been awarded recently, but for the "big un" we'll have to wait until Spring.

Fredrickson and Watson is going "great guns" on the highway job at Corning. Some of the Brothers have been working seven days a week as the State wanted to turn traffic onto the new freeway to help speed tourists to their destinations for the holidays. Bob Brodie, project manager had problems getting people to observe the baracades before the official opening, especially during the dense fog times. Everybody wanted to try out the new road, causing delays and unsafe conditions for the people working on the project.

The Fredrickson and Watson canal job tries to go between each storm and has moved in a 2400 Lima dragline as well as six new paddle-wheel scrapers. Johnny Owens is the chief ramrod.

Valley Engineers pipeline job in Corning, with Jim Scott at the helm, is putting in the manifolds. There are six which attach to the tanks. American Bridge has two crews erecting the tanks.

Graff-Vickrey-Dubach are puttering around on their base and paving job trying to work between storms. Merle Dubach says as soon as weather and temperature permit and the state says okay he intends to get his batch plant and paving crews going.

The D. B. Stutsman Co. is finishing up its end of the Whiskeytown pipeline job. Stutsy is chairman of the Operating Engineers sub-joint Apprenticeship Committee in the Redding area. Hawkey Transportation's own-

er, Don, says they welcome this lull at the end of a very busy season.

The Baker-Anderson Corp. is keeping a small crew busy on odds and ends around the Happy Valley pipeline project. Dale Anderson, project manager is also a committee-man on the Redding area sub-joint Apprenticeship Committee from management side.

Baldwin Construction Co. is finishing up the telephone company job. Purtzer and Dutton only has to remove the coffer dam to finish its pumping station job at the Cow Creek project. This firm was low bidder on the basins at Red Bluff which may be under way by the time this paper is printed.

Chicago Bridge and Iron is winding up and moving out having completed all the tanks on the Cow Creek Project.

Valley Engineers trying to finish up its portion of the Cow Creek project between storms.

The R & D Watson job at Happy Camp has been good to a number of the Brothers this Winter even tho the rains and snows have been plentiful the main reason being that most of the muck left to move is waste consisting of rock and shale. This job will keep a crew going most of the Winter.

Peter Kiewit Sons Co., at Hilt, were fortunate as the men were blessed with good working weather while throughout the rest of the area there was fog, rain, sleet or snow.

The company has a few mechanics and Operators working at McCloud Dam on repair and cleanup. The company has a new office location in the old forestry building.

Ray Kizer & R. A. Heintz at O'Brian at this time are still going full speed ahead. They have a cat & can spread going also

Just 8% of U.S. Families Bear 30% Of Health Costs

More than one third of all private expenditures for health in the United States in 1963 fell on only eight percent of the nation's families.

These figures, which underscore the need for a national health care program available to the entire population, are the result of a survey conducted by the Health Information Foundation and the National Opinion Research Center at the University of Chicago.

Total expenditures on personal services were estimated at \$20.7 billion in 1963, about 28 percent higher than the \$16.2 billion spent in 1958.

The biggest chunk of the \$20.7 billion was the \$6.4 billion shelled out for physicians' services. Hospital bills accounted for the second largest chunk of \$5.4 billion.

Average family expenditures in 1963 for all types of health care were \$370. This represented an increase of 76 percent of the amount spent 10 years earlier.

But the 1963 rate of expenditure—about 5.6 percent of family income—remained the same as it was five years earlier, the survey disclosed.

a 657 Spread. Mechanics are working two shifts.

Hudson & Moseman at there pit River Bridge Job are now in the process of installing the Guard rail's on the bridge. The company hopes to be finished in about two weeks with the clean-up, and some structors need back fill. The Four Lane Bridge should be open by the first of the year.

New work bid sheets are now on the section of Freeway at Yreka. This project will go for approx. 8 million dollars. Most of this job being in rock area this project should go for a good price. This job will go sometime in Feb. next year. There is no new information on the Klamath River job at Happy Camp, but we are certain it will be sometime after the first of the year.

CREDIT UNION

January
(all meetings, 8 p.m.)

San Jose, Jan. 13
760 Emory

Sacramento, Jan. 18
2525 Stockton Blvd.

Oakland, Jan. 20
1444 Webster St.

Santa Rosa, Feb. 9
Veterans Bldg.
1351 Bennett Ave.

Fresno, Feb. 15
3121 East Olive

March

San Francisco, March 7
470 Valencia St.

Eureka, March 29
2806 Broadway

Redding, March 30
101 Lake Blvd.

Marysville, Mar. 31
1010 Eye St.



AWARD—Safety Representative Fran Walker, right, received trophy award honoring him as a speaker during 1965 to Industrial Claims Conference. Left is Charles Hickerson, with Harold Thompson, center.

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE

ELDORADO Cadillac convt., '55, perfect throughout. Also, "cherry" '36 Ford and '35 Ford pickup, \$500 each. Don Thoms, 5 Sunnyhill Dr., Petaluma. Phone days at S.F. office, 431-1568 or evenings, 762-9238. Reg. No. 1154357.

ROCK CRUSHER, jaw & roll, dbl. deck, vibrating screen, feeder conveyors. Henry Sand, Jr., 42342 Osgood, Fremont, phone 656-5649. Reg. No. 1101983.

LOADER, D-6, equipped for logging, 2 1/2 yd. bkt., ex. cond. worth \$12,000 will take \$10,000. Milton Veerkamp, Garden Valley, Calif. Phone 333-4514. Reg. No. 1059637.

MOBILE HOME 61', G.M.C. fully equipped, \$1995. Bobby C. Cooper, phone 674-5457, 29303 Ave. 13 1/2, Madera, Calif. Reg. No. 1053389.

MOBILE HOME 59', Majestic, 10x57, 2 bdr., furn. \$3200. W. Coppler, 5715 Santa Cruz Rd., Sp. No. 10 Atascadero, Calif. Reg. No. 911132.

64' CASE CRAWLER, Backhoe/loader, gd. cond. Larry Clonzo, 101 Surfside Ave., San Anselmo, phone 454-5288. Reg. No. 1054952.

DAVIS TRENCHER T78 and Backhoe with Trailer—nearly new. William H. Voth, 1289 Brown Ct., San Leandro. Reg. No. 1192154.

CHAIN SAW, Homelite, completely rebuilt, 28" blade, extra chain; 1/2 stanley drill; H.D. Model, Bruce W. Gregory, Box 197, French Camp, Calif. Reg. No. 870940.

PLUMB TOOLS, full set, heavy duty, three-quarter drive, 24" Crescent, chest, \$85. Glenn Parish, 5315 Cole St., Oakland, phone KE 4-4349. Reg. No. 302214.

SCOOP, Ford Ferguson rear lift, reverse "A" frame; 20" blower attach to Ford power takeoff; hearing aid, \$250 off. H. W. Schellin, 19073 Carlton Ave., Castro Valley, 582-4698. Reg. No. 484646.

ROCK CRUSHER, 12 x 20 Champion No. 4 1/2, good roads machico, \$550. 24 x 14 rolls, Traylor eng. \$650. Wendell Knight, 1459 R. St. Newman, Calif. phone 862-2430. Reg. No. 404029.

HUBER ROLLER 5-8 ton, Cat Blade 212, Int'l. water wagon L. 170, 1500 gal. \$6,750. E. Saljack, 4032 Maybelle Ave., Oakland, Phone 532-8274. Reg. No. 592951.

VACATION TRAILER, '64 Sundowner, sleeps 6, Dan E. Carpenter, 21021 W. McSwain Rd., Stevenson, Calif. phone 632-3263. Reg. No. 955056.

MOBILE HOME, Paramount, 50x10 Ft., fully equipped, plus extras. \$3000. Walt Ponsler, Rt. 3 Box 93-A-10, Woodland, Calif. Phone 662-0030. Reg. No. 908758.

D4 CAT, with hydra-dozer, chisels and sub-soiler tools, good condition. G. M. Cooley, Box 161, San Carlos, Calif. Reg. No. 535707.

BACKHOE, John Deere Model 51. Attachment can be offset, 100 hours since new. L. G. Sparks, Big Sur, Calif. Phone Big Sur 5311. Reg. No. 640903.

ROAD GRADER, \$3500. Blade tire, 1400x24, like new. \$125. H. M. Simpson, 1196 Libert Rd., Petaluma, Calif., phone 763-1448. Reg. No. 664005.

WELL DRILLING rig, big 6x6 truck; 1000 feet drilled line and pickup truck, \$5000. Charles W. Criswell, 240 North A. St., Tulare, Calif. Phone: 686-5520. Reg. No. 918845.

1964 CAMPER, Magic Touch, 10 ft. Also kingsize bed, icebox, stove with oven and broiler, like new. Glen C. Derrington, 36466 Charles St., Newark, Calif. Reg. No. 863728.

TURRET LATHE, Pratt & Whitney hexagon, 22x72 inches, gearhead with four jaw chuck. Sacrifice for \$995. Doyle Smart, 4316 Bidwell Dr., Fremont, Calif. phone 656-5660. Reg. No. 1045872.

LORAIN TRUCK CRANE, 12 ton, good condition. E. F. Butler, 1120 Carroll Ave., San Francisco, phone: 824-0535. Reg. No. 267476.

MOBILE HOME, Fiamont, 55x10 feet, \$1800 for equity. Air conditioner, \$600 in awnings, carpets. Lovell Walden, 2995 Lafayette St. Sp. 52, San Jose, Calif. phone: 241-2721. Reg. No. 1112002.

16' CHIEF ROCKHOLD boat, 283 Chev. eng. Trade or sell for outboard. Price: \$1100. Roy Ledbetter, 5879 Park Ave., Marysville. Reg. No. 535751.

3-BDRM. home, 1 acre remodeled, 1700 feet, close to shop center, \$17,000. Roy Ledbetter, 5879 Park Ave., Marysville. Reg. No. 535751.

SEAVIEW LOT, 25x125 feet, Castro Valley, \$2000. Jim Standley, 2150 Somerset, San Leandro. Phone: 266-1042. Reg. No. 598698.

CATTLE TRUCK, '49 Int. with racks; also O-M generator jeep, 4 cycle gas engine, trailer. Howard Sampson, 1196 Liberty Rd. Petaluma, phone: 763-1448. Reg. No. 664005.

'49 FORD pickup, '52 Merc. eng. looks, runs good. Radio, heater. \$190. Faun Willden, 980 S. 8 St. East, Salt Lake City. phone: 364-7107. Reg. No. 1058521.

POWER DRILL with stand, 1/2hp. \$60, and '55 T-Bird, two tops, chrome wire wheels, cherry throughout, \$2000. Stan Maksim, 24 Desvio Crt., Pacifica. Phone evenings 359-2289. Reg. No. 1187335.

GRADALL, Model 2460, with boom extension, 1-ripper, 1-24" bkt, 1-60" bkt, tires like new, ex. cond. Paul W. Tepsa, 1070 Happy Valley Ave., San Jose. phone 408-252-0540. Reg. No. 538760.

'55 FORD 1/2 ton P.U. \$200. John Furrer, 221 Milton Ave., San Bruno, phone JU 8-8326. Reg. No. 1087495.

JEEP P.U., '56, 1 ton, 4 wheel dr., 6 cyl. Warner hubs, heater, good tires. \$800. Giuseppe Tomatis, 6246 Dry Creek Rd., Napa, Calif., phone 996-6511. Reg. No. 535795.

LOADEE, D-6, 2 1/2 yd., overhauled, roller & tracks good shape. \$8000. Fred Biolsi, 11191 Farndon Ave., Los Altos, Calif., phone 967-2157. Reg. No. 714891.

CUMMINGS Model A, 6 cyl. 84-hp, rebuilt at Cummings including shaft, pistons, sleeves, generator, fuel pump, \$300. Lloyd Bulger, 5008 Feather River Blvd., Marysville, Calif. Reg. No. 758343.

COMPRESSOR, 3 phase, 220-440v. 5 hp, Model TV451 Cochran, like new. \$450. Bill Cullen, 3218 Fitzpatrick Dr., Concord, phone 689-3141. Reg. No. 892450.

BACKHOE, Warner Swaze on 1 1/2 ton Chev. truck, heavy duty good shape. \$1850. Trade or finance. Bud Wells, 124 Hermosa Ave., Oakland, OL 4-4591. Reg. No. 557433.

CAT DW 20, 67c with 456 scraper, good cond. \$12,500. Bob Crow, 6421 Lupine Crt. Newark, Cal. 793-3233. Reg. No. 811863.

IHC truck motor, trans. \$100, also four 6-ply tires, \$50. Warren McElroy, 10355 Beardon Dr. Cupertino, Cal. Reg. No. 1082358.

MOBILE HOME, Paramount, 12x60, 2 bdr. clean, 447-8269, L. A. Christman, 1306 Via D'este, Livermore. Reg. No. 538221.

CAT D2, hydra-dozer, Cat D4, tractor loader, with/without Hyster winch. Morris Foss, 21772 Westfield Ave. Hayward, 581-8150. Reg. No. 476995.

'67 FORD 1/2-ton pickup, 4-spd. utility body, two 30-gal. oil tanks, \$450. Jay Crownoble, 3911 Cayente Way, Sacramento, Reg. No. 870831.

14' NUNES boat, 25-hp Evinrude, trailer, \$450. See at 2328 Orleans Dr. Pinole or call Jim Daigh, 758-0765. Reg. No. 384970.

TEOJAN 23-ft. boat, 170-hp interceptor, clean, many extras, \$2250. Hank Thompson, P.O. Box 21234, phone: 686-1418 in Concord, Calif. Reg. No. 1175164.

OROVILLE, 2-bdrm. home, overlooking forebay, sprinkler system, air conditioned, near new school, bal. \$8800, payments \$70, normal down. John Vandevier, 6109 Coyle Ave. Sacramento, Reg. No. 750551.

SKI, FISH boat, 14', with 40-hp Merc. outboard, seats 6. \$450. Ken Wilson, 1397 Searcy Dr., San Jose, phone 266-1033. Reg. No. 160914.

LOT, near Lake Donner, view, exc. location, all utilities, 6000 gal. septic tank, must sacrifice due to illness, \$5000. Nicholas Sardo, 115 Greenfield Ave., Vallejo, phone: 642-2362 after 6 p.m. Reg. No. 103-6021.

'65 SPEED-O-PRINT Copier Machine with extra paper & fluid. Like new. \$125.00. Ken Bird, 1948 Union Avenue, Fairfield, Calif. Phone 425-4471. Reg. No. 1128266.

3 BDR. NEW HOME, 2 bath, w/w carpet, fireplace, dbl. garage, one acre. C. C. Conner, Box 131-A, Butler Road, Grass Valley, Calif. Phone 273-8131. Reg. No. 1075413.

'57 MOBILE "Transahome" 35 x 8, 2 bdr., dinette, large water heater, exc. cond. C. C. Conner, Box 131-A, Butler Road, Grass Valley, Calif. Phone 273-8131. Reg. No. 1075413.

2 BDR. HOUSE, lot 112x150, nice garden, 5 miles from Oroville, \$12,500. Leo H. Morrison, 84 Crane, Oroville, Calif. Phone 8841. Reg. No. 518617.

2 BDR. HOUSE, good Ford Tractor or nice Trailer House would make good down payment, bal. \$30 mo. Floyd E. Gorrell, 6547 N. Shaffer, Winton, Calif. Phone 358-8181. Reg. No. 592830.

ACCORDION, Ladies' 120 Base Frontalini; 26" six-speed bicycle; American Flyer electric train—trade for comparable guitar w/amplifier. C. W. Young, 38149 Glenmoor Drive, Fremont. Phone 793-5449. Reg. No. 997636.

MICHIGAN LOADER, 125-A, extra motor & parts with low bed trailer, tractor. Will take \$12,000. Paul Hurst, 5425 Kirkland Way, Carmichael, Calif. Phone 487-7697, Reg. No. 1133415.

'54 GMC, 3/4 ton with Sparton Trailer, Engine and Butane equipped, will sell as unit—\$4500. A. M. Dewey, 155 Thamel Vista Drive, San Rafael, phone 456-9708. Reg. No. 386708.

'57 DORSETT Cabin Cruiser, 50 hp. Evinrude Outboard, Gator Trailer. New Naugahyde Upholstery. SHARP, \$1800. Ray Lawrence, 3526 El Camino, Space 40, Santa Clara, phone 244-6241. Reg. No. 1115323.

COMMERCIAL FISHING, 25-ft boat, Chrysler Crown eng., 2-1, red. Complete, ready to fish. \$2000 cash or \$2500 finance. George Wilson, 1875 Buhne Dr., Eureka, Calif. Reg. No. 912121.

DRILL RIGS, (2), Buda and custom with extras. Also, AC tractor with Baker Blade. Illness forces sale for \$5950. Jim Taylor, 2533-19 Ave., Oakland, phone: 536-6022. Reg. No. 912148.

LOT, Del Paso Heights, 162 by 300 ft., \$3000. Dick Cooper, 1451 Merced Ave., Oroville, Calif. Reg. No. 95965.

ENGINE LATHE, 24" by 108", with 24" four and three jaw chucks, quick change, wet head, 7 1/2 hp, excellent. \$6000 or trade for Calif. property. Will deliver. Darrel Altermatt, PO Box 34, Kentfield, Calif., phone 461-5219. Reg. No. 1047032.

WANTED TO BUY

BACKHOE with loader, '64 or '65 case on rubber. Require Serial No. hours, buckets, price. Also payoff. D. W. Lane, Rt. 1, Box 4117, Redding, Calif., phone 243-5764. Reg. No. 635722.

TRUCK CRANE, 5-Ton capacity. George Duralia, 917 Warburton Ave., Santa Clara, Cal. 244-0414, or evenings at 867-1550. Reg. No. 117-4998.

JEEP, older model preferred. Bob McLaughlin, Jr. 543 Sawyer St., San Francisco; phone: 333-9255. Reg. No. 1182200.

CASH for self-contained travel trailer, 20-ft. within 500 miles of Redding. B. C. Belue, 5162 Oasis Rd., Redding, phone: 243-5778. Reg. No. 533547.

TED WILLIAMS type tent, trailer. Willis Dearing, 551 Culp Ave., Hayward, phone: 581-1668.

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.

Medicare Talk Given



RETIREES—a series of meetings to explain new provisions of Social Security under the Medicare program has proven highly popular with Operating Engineers on retirement income. Most bring their wives to the Local 3-sponsored meetings. Shown here in Oakland is partial view of the 90 persons who attended this meeting and heard Business Manager Al Clem welcome the group; a short pension speech by Fran Walker and interesting explanation by a representative of the Social Security Administration. More meetings are being planned.

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 _____

OLD ADDRESS _____

CITY _____

NEW ADDRESS _____

CITY _____

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



UNION LABEL AND SERVICE TRADES DEPT., AFL-CIO

Questions & answers

on Medicare program

The U.S. Social Security Administration has just issued a detailed explanation to the nation's hospitals, nursing homes and home health care agencies on how the new Medicare program will work. The facts are contained in a 32-page booklet, "Questions and Answers on Health Insurance for the Aged." The booklet answers questions on how Medicare's hospital insurance and supplementary medical services plan will work. Between the two, Medicare is designed to pay most of the hospital and medical bills of persons 65 or over. To let union members in on what the Government is telling hospitals and other health agencies in preparation for the start of the program next July 1, here are excerpts:



Hospital Insurance Program

What services provided in a hospital will be paid for under the hospital insurance program?

The reasonable costs of the services ordinarily provided to in-patients by hospitals, including new services and techniques as they are adopted in the future will be paid for. The patient is responsible for the \$40 deductible (the first \$40 of the bill) and any coinsurance amounts. (Coinsurance under the plan is the first \$10 a day the patient pays after he has been hospitalized 60 days. The Government pays the balance up through the 90th day after which the patient is on his own.)

Nursing services ordinarily furnished by hospitals will be paid for, but private duty nursing will not be covered.

Hospital room and board will be paid in full in semi-private accommodations—accommodations containing from two to four beds. Payment would also be made for private accommodations where their use is medically indicated—ordinarily only when the patient's condition requires him to be isolated, because he has a communicable disease, for example.

Services furnished to inpatients by parties other than physicians under arrangements with a hospital will also be covered if the arrangements call for billing for the services to be through the hospital exclusively.

Payments will not be made under the hospital plan for the services of physicians, except services provided by medical and dental interns and residents in training under professionally approved teaching programs.

Under the law, the exclusion of physicians' services also excludes the services of radiologists, anesthesiologists, pathologists and psychiatrists—their services are covered under the medical insurance plan. The law, however, provides that the service of nonphysician technicians aiding such hospital-based physicians will be covered under the hospital insurance plan.

Will drugs administered in the hospital be paid for?

Drugs and biologicals furnished to hospital patients for their use while inpatients will be paid for. The intent of the provisions for determining which drugs and biologicals are covered is to permit payment for all drugs and biologicals which medical and medically related organizations have evaluated as being proper for use in the course of good patient care.

How about supplies and appliances used by a patient in the hospital; will their cost be covered?

Supplies and appliances will be paid for under the

hospital insurance plan when they are a necessary part of the covered inpatient hospital services a patient receives. For example, the use of a wheelchair, crutches or prosthetic appliances could be paid for as part of hospital services but payments for hospital services would not cover furnishing these to the patient for use after his discharge.

Will the entire cost of blood transfusions be covered?

The patient may be charged for the first three pints of blood furnished him during a spell of illness unless he arranges for donors to replace those first three pints.

What services provided in an extended care facility will be paid for under the provisions covering post-hospital extended care services of the hospital insurance program?

Items and services generally furnished by extended care facilities will be paid for by the program. These include room and board in semi-private accommodations, nursing care; physical, occupational and speech therapy; and such drugs as are ordinarily furnished by the facility to its inpatients.

In addition, payment can be made for the medical services of interns and residents in training and other diagnostic and therapeutic services furnished inpatients of the extended care facility by a hospital with which it has an agreement.

What services will be paid for as home health care visits?

The posthospital home health payments will meet the cost of part-time or intermittent nursing services; physical, occupational and speech therapy; and other related home health services furnished by visiting nurse agencies, hospital-based home health programs and similar agencies. More or less full-time nursing care will not be paid for. To the extent permitted in regulations, the part-time or intermittent services of a home health aide are also covered. The duties of the home health aide which will be covered are comparable to those of a nurse's aide in a hospital.

Medical Insurance Program

What medical expenses will be paid for under the medical insurance program?

Benefits under the medical insurance plan will cover: (1) Medical and other health services. These include:

(a) Physicians' services, including surgery, con-

sultation, and home, office and institutional care.

- (b) Services and supplies of the kind which are incidental to physicians' services furnished in their offices or in hospital outpatient departments.
- (c) Diagnostic X-ray and laboratory tests and other diagnostic tests.
- (d) X-ray, radium and radioactive isotope therapy.
- (e) Surgical dressings, splints, casts, and other devices for reduction of fractures and dislocations.
- (f) Rental of durable medical equipment, such as iron lungs, oxygen tents, hospital beds, and wheelchairs;
- (g) Prosthetic devices (other than dental) which replace all or part of an internal body organ;
- (h) Ambulance service with limitations;
- (i) Braces and artificial legs, arms and eyes.

(2) Home health services for up to 100 visits during a calendar year (without a requirement of prior hospitalization).

Physicians services include certain services performed by a doctor of dentistry or of dental or oral surgery. Only surgery related to the jaw or a contiguous structure, and the reduction of fractures of the jaw or facial bones will be covered.

Items, supplies, services of aides, etc., that are incidental to physicians' personal services will be covered in the hospital, clinic, or office and regardless of whether the bills are rendered by the hospital, the physician, or both.

For example, the law makes it clear that a laboratory test will be covered whether performed in the physician's office or whether the physician sends the specimen to an independent laboratory, regardless of whether the physician or the laboratory bills the patient.

Diagnostic tests performed in a laboratory which is independent of a physician's office or of a hospital will be covered under the medical insurance plan only if the laboratory is licensed under applicable state or local law, or meets standards for such licensing.

(Note: This medical plan is voluntary. Persons 65 or over must sign up. They pay \$3 a month plus the first \$50 of their annual total bill, plus 20 per cent of the amount above \$50.)

Organizing Victory

Fresno Work for '66 Is 'Encouraging'

BY JOSEPH MILLER, STAN BERGMAN, CLAUDE ODOM, RAY PHENNEGAR

FRESNO—Activity in this district, during the past month, has declined sharply. Projects in the district have been at a near standstill for two weeks. The Rainy weather, followed by heavy fog, left most projects either under water or mired in mud, with no sunshine to dry them out.

With the year of 1965 ended, we expect an even slower period during early January.

1966 approaches as a very progressive and active year for this District. There are many projects underway and several new projects will be started. Many of these projects a large in volume of work to be done and high in dollar value.

The work opportunities for our membership should be very good. We expect 1966 to be even greater than '65' and predict continued growth in the membership in the District.

ORGANIZING VICTORY

On December 14, a National Labor Relations Board election was held at the Miller Ford Tractor Co. operations in Fresno. Local No. 3 won this election by a majority vote in our favor.

The final result was the climax of a series of events that brought us another success.

A previous election was held by the board and we lost by a narrow margin. However, due to unfair labor practices and other activities of the employer the first election was set aside, and a new one called for by the N.L.R.B. This was brought about by a protest filed by Local No. 3.

This unit of men is employed in an equipment dealer service and repair shop and covers about 15 men.

We expect to be in negotiations after the first of the year.

On December 20th, another election, covering approximately 60 men at the Fresno Equipment Co., was won by an overwhelming majority.

We are making progress in our organizing in the district and are active in organizing several other shop operations.

Should we be successful in our campaign, we expect to have approximately 200 new members on the membership rolls in the early part of 1966.

CONSTRUCTION GROWS

The trend in the commercial building industry is toward greater activity.

This condition is brought about due to the ever increasing population growth in Fresno. There has been an increase in population of about 3% during the past year and the trend continues.

As a result, new shopping center, housing facilities, banks, industrial plants, and related service business establishments are under construction in all parts of the area.

New projects are being approved by the various councils and planning commissions each month.

Developers and brokers have projected a large growth in the area and have submitted figures showing millions of dollars being invested in building programs over the next three to five years.

KINGS RIVER

For the past four years, the question has been asked, time and time again: when are they going to start work on the Kings River?

A report in the Fresno Bee recently gave us the answer.

According to the report, the Directors of the Kings River Conservation District were informed that they had won their legal battle to clear a 45-mile stretch of the Kings River.

This project will be in the vicinity of the Fresno-Kings Counties border south and west of Hiway 99, below Pine Flat Dam.

Two Million Dollars has been budgeted for the project and will be under the supervision of the Army Corps of Engineers.

Work is projected to begin the first of April.

WESTLANDS PROJECT

The Westlands water district has begun advertising for bids,

for construction of the many miles of pipeline (irrigation feeder lines, etc.) that will tie into the San Luis Project.

Many millions of dollars will be spent for construction of these pipelines on the westside, which will create many jobs for the membership of Local 3.

Granite Construction Co. was low bidder on the first phase of the job with \$5.25 million.

When they are awarded the job a prejob conference will be held and we will know more of what the job will actually consist of.

This is the beginning of several large bids that will be made for construction of the pipeline complex.

SOUTHERN AREA

Old man Winter has finally come to the Fresno Area. Due to the recent hard rains in this area, the jobs are almost at a standstill.

All the jobs in the mountains are down for the winter.

The job picture in the valley is pretty much at a standstill.

Peter Kiewit and Ball & Granite on the westside canal are making slow progress due to recent rains.

M&N Construction is moving the dirt on the Hanford Freeway and are doing quite well.

M&N Construction are in the last stage on the Visalia job.

The rock plants in the area are keeping their men busy. They are stock piling material for the New Year.

The mines in Coalinga are going full blast. The rains haven't bothered them too much.

WESTSIDE

The San Luis Project is back to work after the rains. If the weather improves they should be going "full blast" again soon.

Guy F. Atkinson Company has almost completed the canal project. They are now backfilling at the Forebay Pumping Station.

Fredrickson & Watson started the San Joaquin Levee Project on a small scale. Work crews will increase as the project is opened up. This project will use about 25 operators and will last about 2 years.

Syblon & Reid Construction Co. is ready to start on their job at Los Banos. The project is in excess of 1/2 Million Dollars and will last about 9 months.

Pascal & Ludwig was slowed down due to rain but are back in operation again and should complete this project in June.

Dravo Corporation (Pacheco Tunnel), at Los Banos, is 35% complete and will bulkhead about 2 miles into the tunnel. There is an additional 10 miles of tunnel to be bid during the next couple of years.

Work at Exchequer and McSwain is progressing with Exchequer having 4,000,000 yards of rock fill in place, as compared to 126,000 yards at McSwain.

It is evident the good Brothers have been "humping". They have also had their share of the cold weather, on the three shifts. Just a little reminder on safety, the early mornings Hiways, are frosty and slick, so heed this warning and be careful on the curves and bridges going to and from work. The red iron for the Bagby Bridge has arrived but

with just a little problem. It seems they had to bring each span to job site, in one piece. Now, take a One Hundred Thirty-Five foot section of iron, ten feet wide, and thread it down the Bagby grade out of Mariposa.

So far it has taken about four hours to the mile. With the aid and assistance of Brothers Bob Ely and Tim Daniels on a truck crane, it has made the trip a little more easy. To appreciate what Bob and Tim have to contend with, they have six miles of mountain curves cut backs to lift this iron around, anytime they get hung up. It is our hope they will continue to use good caution and safety. We hope all the good Brothers work safely.

Declaration Of Candidacy

The By-Laws of Operating Engineers Local Union 3 provide as follows:

"Article XII (B) Section 1 (a) —Declaration of Candidacy: All candidates for any Elective Office, or for District Member of the Local Union Executive Board, shall between 8:00 A.M. Local Time, on February 28th and 5:00 P.M. Local Time, on the March 15th next, preceding the election, file with the Recording-Corresponding Secretary at his office in San Francisco, a Declaration of Candidacy for the office or position or District Member of the Local Union Executive Board to which he seeks election, accompanied by a Non-Communist Affidavit and an Affidavit that he meets the requirements of Section 504 of the Labor-Management Reporting and Disclosure Act of 1959 and Article XII, (A), Section 1 (e) of these By-Laws.

Forms to meet the requirements of the above section will be available at the office of the Recording-Corresponding Secretary, 474 Valencia Street, San Francisco, Calif.

More--Manager's Memo

Continued from Page 2—

North Temple will have been dedicated. We hope that any of you passing through Salt Lake City will avail yourself of the opportunity to drop in to say hello to the representatives and inspect the building.

The semi-annual meeting held in San Francisco, January 8 was well attended, and while there was no new business that came before the meeting, and no resolutions were introduced, all reports were approved by the membership.

WHARTON HONORED

At the recent Biennial Convention of the AFL-CIO, our General President, Hunter P. Wharton, was rewarded for his many years of labor statesmanship by being elevated to the high position of Vice-President of the parent organization, which is headed by President George Meany. This is indeed an honor that all operating engineers should be proud to know that one of our own has come up through the ranks from an operator to General President of our International Union, and now his abilities have been recognized by the labor movement of America in electing him to this position.

General President Wharton was one of eight elected at the conclusion of the convention and we feel sure that with his keen interest in the problems of the operating engineers, in this position he will be able to render a further service to those working at our craft.

Speaking for and on behalf of the Officers, the Executive Board Members and the members of Local 3, Hunter, we salute you and we wish you every success in this new position!

It was my privilege to attend the Maritime Trades Council as a delegate from the San Francisco Port Council, where I was honored to hear many constructive speeches made on subject matters dealing with those connected in the maritime industry.

I was also a delegate from the International Union of Operating Engineers to the Building Trades Convention. This convention was well attended by delegates from all crafts from every part of our country. In our discussion with those in attendance, we were extremely proud to be representing operating engineers at this meeting.

In addition to this, our General Executive Board met in San Francisco, and we were afforded an opportunity to exchange ideas with the various Officers of our International Union.

Injured Worker Benefit Revised

Continued from Page 3—

riers had become very sloppy in processing claims and that there were cases where injured workers waited 30 or more days without knowing whether they were eventually going to get benefits.

The fact that Section 138.4 of the new law states that the employer "must inform the employee is the guts of the law and it's a major gain for the employees," Saunders declared.

BOARDMAN REMARKS

Al Boardman, a member of the Workmen's Compensation Appeals Board and former education and research director of the California Conference of Operating Engineers and Local 3 member, said the new law may make some people in the legal profession "unhappy" because it is expected to reduce litigation in contested cases under the program substantially.

The new law also sets up a seven-man medical advisory committee which is yet to be appointed by the administrative director, and empowers him to appoint Impartial Medical Examiners (IME's) for two-year terms.

Saunders emphasized that the medical advisory committee is "just that"—advisory—and he said, as administrative director, he will feel free after consulting with the California Medical Association, to appoint its members as he sees fit on the basis of their philosophy towards the workmen's compensation program.

Another change in the law enables an employee to reject the first list of three doctors submitted to him merely by requesting a second list of five doctors approved by the Administrative Director and the Medical Director.

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AKLAND REPORT

Bay Refinery Announces Major Project

By ED HEARNE, GERALD BLAIR, TOM CARTER, STAN GARBER, ORVAL PRESSLY, GUY JONES

OAKLAND — The \$90-million Isomax expansion project at Standard Oil Refinery in Richmond is rapidly drawing to a close. The refinery consisted of three separate contracts, the prime contractors being Bechtel, Foster-Wheeler and Kellogg.

Kellogg had the contract to build the asphalt and asphalt derivatives section of the project and employed 11 engineers at the height of the work load with Brother Charlie Spoon, as foreman.

Foster-Wheeler had the contract to build two of the world's largest furnaces in conjunction with the hydrogen manufacturing plants of this project. Foster-Wheeler employed 28 engineers at the height of the work load with Brother Scotty Douglas as foreman and Brother Jack McKinney as the job steward.

Bechtel had the contract to build the Isomax section of this project, which consisted mainly of production of rocket fuels and derivatives. Bechtel employed 30 engineers at the height of the work load, with Brother Tom Perkins as the foreman, Brother Cliff Wilkins as job steward and Brother Whitey Waddington as the safety engineer.

The Fluor Corp. was awarded a \$25-million contract to construct the Sequoia Refinery, between Hercules and Rodeo. This project is a grass roots refinery with a capacity of 25,000 barrels per day. The dirt work is well underway, being done by Winton Jones. The rest of the project should begin around the first of the year and end around January 1, 1968.

Gordon Ball is still moving dirt in Franklyn Canyon despite several stoppages due to wet weather. This job is the re-location of a portion of Highway 4, between Martinez and Highway 40. The work is approximately 50% completed.

SOUTHERN ALAMEDA

Work in Southern Alameda County at this time of year is surprisingly active. There appears to be jobs of all descriptions including heavy construction, underground and housing projects. Work resumes as soon as the ground is dry enough after a shutdown due to rain.

The portion of the Danville Freeway recently finished by Winston and Green is opened to traffic. The remaining section between Dublin and Danville, being constructed by Fredrickson and Watson, is approximately 50 percent completed. This includes the bridge structures and a small amount of pipe work.

The majority of work now going is sub-base and cement-treated base. This project has been a smooth operation and a good job for many engineers.

The project superintendent is Clarence Buck; foreman on the base materials is Roy Chrisman; lead mechanic is Bob Mathews; and pipe foreman is Johnny Black.

NEW PROJECTS

Contracts awarded this month are: North Bay Pipe Co. of Danville, a recently formed company, in the amount of \$71,955 for construction of storm drainage forming a portion of Line B, Jackson Way from Danville Highway to San Ramon Creek in Alamo.

To Underground Construction,

Inc. of San Leandro for Rossmoor Co. of Walnut Creek, for \$55,300.

To Danville Pipe Line, Inc. of Castro Valley for the City of Hayward for storm drains in the amount of \$11,852.

To Silva Bros., Fremont, a job for the City of Fremont for construction of streets, etc. in the amount of \$816,540.

To George Bianchi Construction, Inc., of San Jose, for construction of box culverts in the San Ramon and Alamo creeks in the amount of \$90,290.

CONTRA COSTA

On December 15 a pre-job conference was held with Fluor Corp. at the Building Trades Hall in Martinez. They were the successful bidders on the new 10,500-barrel per day alcalization unit to be constructed for Tidewater Refinery at Avon. The bid on this project was about \$8,000,000 and is expected to take about a year to complete.

Preliminary work, such as removal of existing pipelines and other site preparation is scheduled to start in January with construction of the new unit to start as soon as possible.

This job should provide work for about 10 to 15 operators and oilers plus the work to be done by subcontractors.

The Shell Refinery job in Martinez has shown much progress the past month and with over 50% of the project complete, the refinery is beginning to take shape. After the first winter rains very little time has been lost due to bad weather. At the present time there are about 100 engineers on the job and this number should hold until the job reaches its peak about next summer.

ROCK PLANTS

Work in the Rock Sand and Gravel plants has been fairly steady, with some plants busier this month than they have been this past season. Niles Sand and Gravel had a bigger month in December than they have had all year long.

Williams and Lane, distributors for General Motors Diesel has been extremely busy with the usual customer workload plus many large contracts for Vietnam. This will keep many brothers busy throughout the winter months.

A new three-year contract was negotiated for Superior Machine Shop located in Concord.

Bay Cities Equipment Company has been busy meeting their business and workload the past year. This should continue through the winter months for the eleven brothers employed there.

The E. J. Lavino brick factory which manufactures refractory bricks has been extremely busy in the past months filling orders throughout the United States. This past month they have had a large order for Peru. There are 60 brothers employed there at this time.

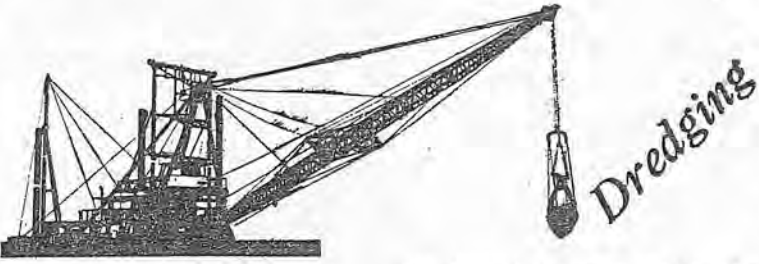
The new Sears Shopping Center on Contra Costa Blvd. in Pleasant Hill is moving right along in spite of bad weather. Swinerton & Walberg is building the Sears Store and are keeping several engineers busy on the job. Taubman Construction Co. has a fine start on its building and Fairley Construction Co. is making good footage on the underground, considering the condi-

tion of the ground this time of year.

The dirt work has slowed down after the first heavy rains of the season, but with several weeks of dry weather some of the dirt jobs have started to move again. Martin Bros. dirt equipment is working on two jobs in the area. Gallagher & Burk has several jobs going at the present time, and Moberly Construction is busy on the Muir Meadows job in Martinez.

Now that 1965 is behind us, it

is the sincere wishes of your Business Manager, Al Clem, and the Representatives of Local 3 that 1966 brings you prosperity, health and happiness. One of the greatest resolutions each member could make for the new year would be to attend all quarterly meetings in his district as well as the semi-annual and safety and credit union meetings. It is for the betterment of all that you pay dues on time direct to San Francisco and that safety is practiced always.



By AL HANSEN

United Sand and Gravel is keeping busy in San Francisco Bay. They have a new yard going in Redwood City, and are bringing in sand with the hopper dredge, the "Sandpiper."

This rig loads and unloads itself. It is equipped with a modern 800 h.p. diesel electric power plant, which drives a 24" suction dredge pump for both loading and unloading. Four large hoppers have a carrying capacity of up to 1800 tons of aggregates.

A crew of six men handle the operation of the "Betty L" and the "Sandpiper." The "Betty L" is a 60 ft. 900 h.p. twin screw tugboat, and easily pushes the 203-foot "Sandpiper" fully loaded at speeds up to eight knots anywhere in the bay area.

Dutra Dredging Co. has all rigs working around the Bay area with a lot of short jobs. They never seem to stay in one place

too long at all. They are keeping the boys busy, and that is what we like!

Hydraulic Dredging, job at Foster City has two rigs, the "TR-1" and the "TR-2," going steady 24 hours—six days a week.

For those members who are not familiar with this job, I will try and explain the operation of this job.

The job started in 1961 as one of the largest dredge and fill projects ever in the bay area. Material dredged from the bay five miles north is loaded into bottom-dump hopper barges. At the fill site on the island, a suction dredge picks up the sand fill and pumps it through the pipe lines to the fill area. This will continue through to 1968, and will raise the height of the island an average of five feet.

The Fosters are developing the city in nine residential neighbor-

—Continued on Page 13

North Bay Work Holding Well

By AL HANSEN, JIM JENNINGS

Marin County's outlook for the year 1966 in construction work is excellent, with number of paving jobs—subdivision and park jobs—and high rise apartments.

The Elmer G. Wendt job on the Bahia project will continue its operations, with weather permitting. This project will absorb approximately forty brother engineers.

M.G.M. Construction also has a good-sized crew of engineers, approximately fifteen, as they have all the underground work.

The first preliminary work will be started on the Marinello project which will open up several access roads, with a few drill rigs doing some testing for the high rise apartments. This project will be like a magic city by the sea, and anyone desiring to view this proposed city can stop by at the Marinello office located in Sausalito, where a complete model has been built, ranging from boat docks to Sauna Baths.

This project has been a long hard battle with some of the "Pelican Watchers" and "Bird Lovers."

It is our opinion that this project will not take away from all of Nature's beauty around Ft. Kronkrite and the existing shoreline. With 20,000 people proposed for this project, it will certainly give the birds some company, too.

It is a proven fact that birds enjoy company along the same as people. Perhaps some of the "bird watchers" should make more trips to Fisherman's Wharf on a Sunday afternoon and watch the sea-gulls flock around them. So much for the Marinello project.

However, we would like to thank the members, their families and friends who live on the golden side of the Golden Gate for their major part played in having the Board of Supervisors pass the Marinello plan.

The work picture on subdivisions, excavating and underground in Marin County:

J & K Construction has several major projects now in operating and will continue throughout the year 1966. At present, the crews are at Terra Linda, also on the Lucas Valley job and a number of jobs throughout Marin.

Linscott Co., on the Lucas Green job, has worked every shift possible to get in.

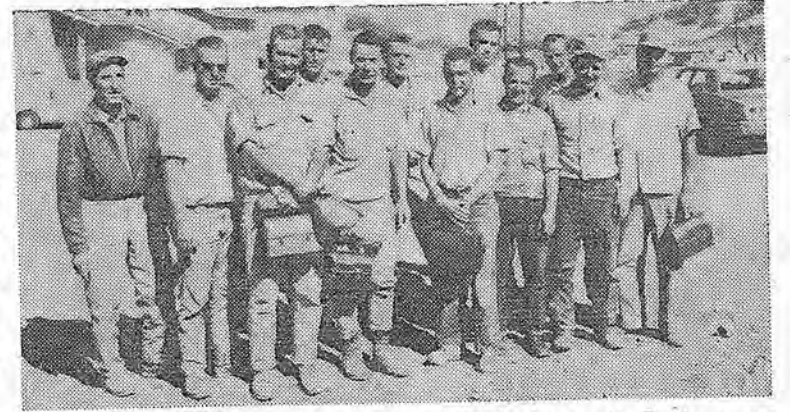
Work in and around Petaluma and vicinity has continued to hold up with the boys at the Ben C. Gerwick pre-fab yard in full swing. We mention that Brother "Red" Wilson's son recently went into the service (the Engineers Corp.). Brother Wilson has been a member of Local 3 for well over 25 years.

The subdivision around Petaluma, south of Washington St., is going very well with Clementino Construction, Argonaut Construction and Ceccotti all busy.

Ghilotti Bros. keeps the boys pretty well employed on several jobs in and around the county of Marin keeping their eye to the skies and ear to the weather reports—their outlook for work in 1966 looks real good.

We would like to thank the members throughout Marin County, our job stewards and safety committeemen, also the foremen of Local 3 for their cooperation to the organization in the past year.

May you all enjoy a Happy and Prosperous 1966, and may all your wishes come true!



DIRT TYCOONS — of Lucas Valley's Linscott Project are shown here: Adam Briltz, Lynn Williams, foreman; Ray Ekman, John Spaletta, Al Bess, Dom Spaletta, Dick Scott, Dick Frost, John George, Homer Winfield, instrument man, Mike Erb, journeyman trainee and Ozzie Wilbor, steward.



DOWN TO THE SEA—Operating Engineers spend their working days at the beach. Here is a crew gathered in the sun at Drake's Beach working on a parks and beaches project. They are: Matt Cernac, grade foreman; Ted Hicks, steward; Al Purcell, journeyman trainee; Ray Schunk, Buzz Burke, foreman; Frank Cole, Larry McDonald, Shorty Mills, Dick Scott, Chet Petrocchi and Cliff Morris. Harry Miller is mechanic.

San Jose Report

DeAnza College Project On Work Scene

By: BOB SKIDGEL, G. L. MOORE, HARLEY DAVIDSON, JIM HALL, LAKE AUSTIN

HAPPY NEW YEAR! It's time again to look ahead to try to prognosticate the New Year for the Brothers in the way of work for 1966.

Most work in progress when the rains hit is at a standstill, with the exception of a little road work. Between the rain, and a severe cold snap, the ground has not dried enough to allow equipment to be operated.

Many contractors were unable to finish projects on which they were working, and are now putting in a day here and there in order to "winterize" the projects. We may have to wait and hope for an early Spring before the Brothers will be "back in the groove" again.

NEW JR. COLLEGE

All indications show prospects for a busy year for Operating Engineers. There is quite a bit of good work in the offing.

The new \$10,566,516 De Anza Jr. College, will include a complex of 42 buildings, parking areas and roads, site development and all underground utilities. It is a joint venture project for Barnhart Construction Co. of Santa Clara and the Dillingham Corporation of Hawaii.

Location will be at Stevens Creek and Stelling Rd. in Cupertino. The college will be the second campus for Foothill College, with facilities for 4500 students in the north Santa Clara area.

Completion date will be approximately September, 1968.

At present, they are awaiting orders to go ahead with the site development. Some of the outstanding feature will be an olympic-sized swimming pool and diving pool, plus two gyms. A two-story library will be included. The prime contractor will be doing all its own construction work, such as the grading and paving, the civil engineering etc., at the site.

More on this item when we have further information regarding the exact amount of dirt work expected to be done in the developing.

C. Norman Peterson of Berkeley, started the city of San Jose sewer disposal project. This is over one million dollars, and consists of the alteration of the existing sewer plant with the installation of four concrete tanks, 100 feet in diameter. Civil Engineering will be done by the Corps of Engineers. This one too should keep the brothers busy for a little while, weather permitting. Completion date on this job is set for November of this year.

The Stanford Industrial Tract is showing a little activity at this time with Ervin Varwig starting the new west coast home of the Wall Street Journal newspaper.

Murphy Bros. recently started its new storm drain project in

Mt. View, in the Moffett Field area.

Ebert Spartan started storm drain projects in Santa Clara and Mt. View. Here, also, will be a new job working on a weather permitting basis.

Vince Rodriguex is about ready to start on a 24-inch water line from Reed Ave. to El Camino on Wolfe Rd. in Sunnyvale.

Hewlett-Packard has two buildings nearing completion in the Stanford Industrial Area, and is starting still two more buildings on the Mt. View-Alviso Road in Mt. View which is included in the expansion program.

Work in the San Jose-Morgan Hill area is much the same: just too wet to work! A few of the brothers are getting in a day or so, but that's about all. Sondgroth Bros. has plenty work if the weather allows. L. C. Smith's hot plant and many small jobs have been able to work so far, with a small crew busy. Leo Piazza Paving job on Stevens Creek Rd. is nearly completed on the black top phase.

A. J. Raisch has a line of short jobs with which to start the season.

Granite Construction was awarded a contract for \$1,300,000 for the construction of a by-pass freeway near Castroville. The contract was awarded on a joint

venture basis with Lew Jones Construction Co. Concrete work will be done by Gordon Ball. Civil Engineering by the State. This will be a rather one-year job, which will start the first of next week, with a termination date of December, 1966.

The now existing onion plant in King City will have a \$250,000 new processing plant, which is

ready to start. The Doreing Co. of Woodland, is contractor, and completion is set for August.

This gives you some idea of the expected work load for 1966. There is a great deal of work out for bid, which has not been awarded. With incompleting work left when the rains started, coupled with the work that we know will start in Spring, we feel justified in saying that the New Year should bring with it a bumper crop of jobs.

On behalf of the Officers, Business Representatives and office Personnel of the Operating Engineers Union in San Jose—A VERY HAPPY AND PROSPEROUS NEW YEAR.

Juicy '66 Construction Work Near; Redwood Empire Brothers Await

By RUSS SWANSON and WHIT WHITAKER

SANTA ROSA — Compliments are in order to Redwood Empire members for their excellent turnout at various meetings held in this area during the year. For an example, in the District meeting held in Santa Rosa there were 120 members present. Your continued support is appreciated.

The work picture presently is not too bright because of a normal seasonal shutdown. Anticipation for a good start in 1966 is questionable because bids have not been called on some of the projects expected to mature early in the season.

We are still waiting for a bid date on the Cummings job, and there have been plenty of rumors; but nothing concrete. However, it is understood that this 22 miles stretch of highway will be let in two or three stages with the first stage beginning in Spring this year.

Further highway 101 work will be done in Santa Rosa, and as anyone who travels this area can tell you, it is greatly needed. This freeway project is also expected to go early in the year, but once again we have nothing on it that is factual outside of information that bids should go in the vicinity of \$4 million. The rock plants have continued to operate pretty well at maximum output, but at this writing the weather has forced most of them to curtail operations.

In the past few issues we have tried to be informative on some of the new changes in unemployment insurance which directly affects you; and find in the field that the information is well received. Now to defer from unemployment; let's talk about the 1965 Disability Insurance refund which many of you have coming. Just remember these simple rules:

Obituaries

Name	City	Init. Date	Deceased
Alyea, Marvin	Vallejo, Calif.	7-12-52	12-21-65
Berard, George Jr.	Honolulu, Hawaii	5- 5-63	12-15-65
Beitz, Herman	San Francisco, Calif.	5- 5-51	12- 2-65
Bishop, Clarence	Fresno, Calif.	11- 6-48	11-30-65
Brower, Fate	O'Brien, Calif.	7- 9-55	12-10-65
Crow, Herman	Castro Valley, Calif.	7- 7-54	12-10-65
Gallagher, Sam	Redding, Calif.	5-20-39	12-22-65
Hansen, Harold	Oakland, Calif.	2-17-40	12-23-65
Kalb, Wm.	San Francisco, Calif.	10-25-07	12-11-65
King, George W.	Sacramento, Calif.	10- 4-52	12-10-65
Markley, Howard	Santa Rosa, Calif.	4- 3-43	12-18-65
McCarty, Richard	Oakland, Calif.	2- 6-43	12-23-65
*O'Conner, Arthur	Fresno, Calif.	7- 9-55	11-26-65
Ottoson, John	Comptche, Calif.	7- 3-43	12- 5-65
Rippy, Benford	Watsonville, Calif.	8- 5-39	12-25-65
Roddan, R. J.	Roseville, Calif.	9-18-43	11-25-65
Shaffer, Kenneth	San Anselmo, Calif.	8-20-40	12-24-65
Walker, John	Yuba City, Calif.	6- 2-51	12-25-65
Whitehouse, Jack	Stockton, Calif.	3- 4-50	12- 6-65

*Accidental Deaths (1)



Computer Looking for 401 Men

A giant "missing persons" hunt is being waged by the electronic computer in the San Francisco office.

Since one year ago this month, the computer has been keeping records of all members. It has been responsible for a quicker

membership record, but our members (401 of them) have not always let the computer know their latest address, and consequently the search is on for these "missing persons."

If you know the whereabouts

of any of the following, let the Business Representative know in your area. If your name is listed below, use the handy "change of address" form on the "Swap Shop" page and fill it out and mail to the San Francisco office.

NO ADDRESS

Last Name First
Arnold, James
Barrows, Ray
Beaulieu, Onil
Bogay, Freddie
Bell, Roy F.
Bennett, Bonsal
Bernard, Ron E.
Birch, Peter L.
Bjerke, Vern D.
Brooks, Carl
Brock, Claude
Brown, Antonio
Broughton, L. O.
Brown, Geo. M.
Butler, E. F.
Campbell, Shirley
Carsten, Glenn H.
Carrier, Fred R.
Cargile, Jackie
Chamberlain, G.
Chaddock, John
Christman, Leroy
Ciapponi, C.
Clifton, Ezra
Cobb, Oran
Cockburn, Andy
Colwell, Walter
Cooper, H. J.
Copeland, W.
Costa, Frank A.
Covey, M. E.
Daly, Mark
Davidson, Geo. J.
Deakland, R. D.
Dejane, Eugene
Deros, Peter
Dibbern, Harold
Drain, Henry
Driver, Robt. N.
Dusky, Glenn
Edmonds, C. C.
Elliott, Gordon
Ellsworth, A. H.
Firenze, David
Forrest, Richard
Forsterling, F. W.
Gaines, E. W.
Garrett, Don S.
Gragg, Melvin
Graves, Ronald
Hammer, Fred H.
Heal, Archie
Hickman, Lee
Jackson, Archie
Jarshaw, Ronald
Jenkins, T. I.
John, Carl
Kalanui, Wesley
Kelly, James E.
Leach, Jim A.
Lebeau, Philip
Lee, R. J.
Lewis, Joe
Linton, H. L.

Martin, Henry B.
Marshall, Joseph
McCook, Dan W.
McIntosh, J. E.
Miner, James
Murphy, D. E.
Neighbors, J. E.
Noble, Grant
Nye, Cleo
Oclair, Virgil
Peterson, C. R.
Pierce, Blythe
Power, John
Reiners, H. D. Jr.
Roque, John D.
Rothman, Marson
Scott, Wm. R.
Sherman, Wesley
Shepherd, Jesse
Simmons, L. D.
Iarance, F. d.ames
Smart, Robt. J.
Smith, Andrew
Smith, Clyde W.
Smith, Jay G.
Stearns, R. E.
Stewart, D. E.
Steele, Robt. E.
Storage, Frank
Stowe, Nelson
Summerbell, M.
Tafolla, Tim
Tate, Harry F.
Thomas, Wm. W.
Thomson, Adrian
Toplak, John
Torres, Jerry
Uslanghi, Albert
Vandenberg, M.
Victor, Wilson
Yogan, Eugene
Walrath, C. H.
Webb, Charles
Weekly, Jon
Walton, Don E.
White, Don A.
Williams, Jack
Wilson, Howard
Wolf, John H.
Wood, A. W.
Workman, T. V.
Yasue, Wayne L.
Zenor, H. A.
Zuniga, Saul G.

RETURN MAIL

Last Name First
Acosta, Rafael
Ahtou, Adrian
Akui, Wayne
Anderson, H.
Auld, H. U.
Awat, Andrew
Azbill, Delmar
Baker, Ronald
Barber, Floyd P.
Barnett, Andrew

Barger, Willis
Barron, Kelvin
Batts, David E.
Bechtold, Albert
Bell, Andrew
Bento, Gerald
Berry, W. B.
Binning, Jay L.
Bishop, W. E.
Boggs, M. H.
Bowers, Robert
Brady, Wm. A.
Brawley, T. J.
Bradfield, D. J.
Bradbury, J. T.
Briggs, James A.
Briano, Joseph
Brown, Johnny
Brown, W. H.
Brown, Johnny
Brookshire, Paul
Burns, Albert
Butler, Ivan V.
Calvert, Lloyd G.
Campbell, John L.
Cantrell, J. L.
Caples, Jas. H.
Carlson, Jerry B.
Carey, Alois O.
Caton, E. A.
Childress, Lyle F.
Ching, Richard
Chong, W. P.
Christensen, G.
Christian, C. M.
Church, Russell
Clark, James
Cline, Daniel
Collins, Sam
Compton, F. R.
Conn, John J.
Craig, Thos. F.
Darneal, Kenneth
Cruz, Paul
DeLuna, Juan A.
DeLaCruz, F.
Dennis, R. F.
Dunbar, Jack W.
Dutton, Vern W.
Emerson, Eber
Dwyer, Edw. V.
Emmett, Chas. G.
Estrella, Alfred
Evans, Elbert
Favre, E. J.
Fitch, Jerry T.
Flores, E. K.
Flynn, John B.
Florida, Richard
Fotheringham, W.
Fox, John A.
Fraser, S. W.
Frenier, Antoine
Frederick, L. L.
Frieder, Earl E.
Furtado, Earl E.

Gallier, E. K.
Gates, David
Glimane, U.
Gomes, Louie F.
Gonzales, Jose G.
Goodell, Chas. L.
Goodwin, Kenneth
Goss, William
Grady, Everett
Grigg, Leslie
Habash, George
Halemano, John
Hamilton, Jack
Hamilton, Stanley
Hanna, Tom
Harrah, Art
Hargrave, Leroy
Hart, Miles
Harbin, Earl
Harvey, James
Hatch, Wm. R.
Heath, Roy
Henry, Ernest
Hernandez, G. C.
Hickman, B. G.
Hinkle, R. M.
Hogue, Willie
Hoochuli, W. A.
Hughart, Elmer
Hunt, Ervin C.
Hussey, Richard
Ingraham, Harry
Jacobs, Seth O.
Jaime, G.
James, Melvin
Jeppson, J. D.
Jessop, Paul M.
Johnson, Don L.
Johnson, Oscar
Jonas, J. M.
Jones, Robt. N.
Jones, Rodney
Jordan, Glade
Jordan, J. H.
Kaha, Peter
Kai, William
Kalaukoa, Francis
Kama, C. L.
Kamanu, Joseph
Kam, Henry
Kealoha, Frank
Keao, Wm. E.
Kellogg, Wm. R.
Kennedy, Chas.
Kimsey, George
Lambert, A. C.
Lange, H.
Lapp, John
Lehto, Kenneth
Leighton, Gerald
Lewis, C. F.
Liebe, Marvin
Lincoln, Dale E.
Long, Mac
Lopez, Bruce
Love, Arthur V.
Lyons, John E.

Malcolm, George
Maples, Wm. M.
Mars, Paul
Martinez, Tommy
Massey, Norman
Masson, John
Massey, Ernest
Mason, Chester
McCollough, E.
McCullah, Willis
McMann, James
McKay, Peter J.
McNeill, E. E.
McQuillan, Robt.
McVay, Robt. H.
Mead, Kenneth
Medeiros, Antone
Meyer, Eugene
Migita, Harry S.
Milton, A. R.
Mills, T. R.
Miller, Wm. E.
Mook, Paul K.
Morton, Geo. W.
Morris, Lloyd
Mori, M.
Myrick, Fred
Murray, John F.
Nair, Leyston
Naleicha, James
Narcomey, Jackie
Neal, Max
Nelson, Harold
Nelson, Bryant
Nelson, John Q.
Newman, Dean S.
Nichols, Larry D.
Nickell, Geo. C.
Nicomedes, J.
Nolan, Jr. E.
Novite, John
Nye, Gerald
Oetuck, John R.
Omaga, Wm. B.
Palermo, Gene
Oshiro, Harry M.
Parsons, Victor
Patricio, S.
Pena, George
Peterson, C. Don
Phillips, Vando
Phillips, Ray E.
Poland, H. B.
Polston, Clifton
Prather, T. C.
Poulsen, Wm. E.
Rabe, T.
Pritchard, Albert
Prewett, Arthur
Reyes, Albert
Presley, Bill L.
Richey, H. L.
Richards, B.
Richter, Alan
Richardson, C.
Ridinger, Carl S.

Rivera, E.
Roberts, Roy W.
Roberts, Harold
Robinson, Calvin
Rodriguez, Wm.
Ross, Walter
Ross, Geo. V.
Rue, Stanley
Ruffo, Stephen
Sabando, B. F.
Santos, Don
Santiago, Maximo
San Agustin, C.
Saylor, James P.
Seipel, Joseph
Shaffer, Kenneth
Shores, Elmer
Sill, Harvey
Simoni, John
Smith, Wm. J.
Smith, Cecil L.
Smith, A. Craig
Snook, W. F.
Solus, Jack
Stapp, Wm. C.
Stage, Kelsey
Stevens, M. Dale
Stockton, Calvin
Sundem, Robt. L.
Swanson, Darold
Tabor, Agapito
Tavares, John M.
Tacla, Venanci
Terry, Donald
Toland, Arthur
Tom, Herbert
Toorinjan, A. J.
Turner, H. S.
Turner, Rolldo
Valdez, Dave
Tuttle, Kenneth
Vasconcellos, D.
Vicente, H. D.
Wagnon, H. T.
Walker, Luther
Walters, Chas. J.
Ward, James
Wayman, Wm. L.
Webster, Russell
Weston, Gordon
White, Herbert
Wiederspan, Sam
Wilson, Ralph L.
Williams, J. W.
Williams, Frank
Williams, Romey
Wilmoth, Clarence
Wilson, Ralph L.
Winkle, Richard
Winnop, Bill S.
Winnett, Tommy
Wohlgenuth, M.
Wolking, L. W.
Wong, Wilford
Yamasaki, Itsum
Young, Curtis
Young, Frank H.

SILVER STATE NEWS

Duval Mines Announces \$22 Million Job

By NORRIS CASEY, GAIL BISHOP, JACK BULLARD, BOB VICKS

RENO—Plans were revealed at a Humboldt County civic meeting for a \$22-million development by Duval Corp. at Copper Basin and Copper Canyon, in Lander County, which will eventually employ about 190 persons with an annual payroll of \$1.4 million.

The new copper-gold-silver mine will be the largest open pit operation in north central Nevada and third largest in the state.

In organizing efforts, 75 per cent of the current employees have signed cards with Local 3, and after a check of signatures to verify authorization, the company granted Local 3 complete bargaining rights for the Battle Mountain operation.

The help of Local 3 members living and working in this area was boundless and of great assistance, and Business Manager,

Brother Al Clem, pitched in with help from the San Francisco office.

Work in the Silver State has ground to a halt due to snows and heavy frosts which have blanketed the state. We trust the Winter will be with us only a short time and equipment, moved out by contractors, will return shortly to start tackling the 1966 workload.

Silver State Construction Co. was low bidder on a highway job near Yerington, Nev. It is assumed that this job will start as soon as weather permits.

Robert L. Helms has a crew working at Battle Mountain, Nevada. They received the work from Sterns-Roger Co. to prepare the mill site at Copper Canyon.

Road work in Northern Nevada

is nearly frozen out. The last dirt spread shut down on Industrial Construction Co. job east of Winnemucca. Crushing stockpiling is still in progress.

Cabildo pipeline is again headquartered in Battle Mountain and is putting in the water line from Spring Valley to Duval Mine. Brother Bob Zusman is handling one spread; Brothers Woody Raber and Harry Brown are on the loaded and blade.

Nevada Rock & Sand has virtually finished its crushing operation on U.S. 80 at Emigrant leaving the paving which will be subbed to Fresno Paving for the first lane.

All work has stopped on the Nevada Rock & Sand job at Deeth. Cahoon Construction Co., who sub-contracted the structures and

pile-driving, finally closed operations when the temperature dipped to 20 degrees below zero!

Wells-Steward has stopped all work on U.S. 80 east of Wells, while Carlin Gold mine, under the Local 3 contract, has provided work for many brothers this winter. We are experiencing some difficulty obtaining satisfactory bus transportation to the mine in the cold weather. The union-negotiated bus transportation from Elko to the mine, is a distance of 46 miles.

Let us start the new year with a resolution: keep a daily record of hours worked and the wage scale worked! In every case a member has kept a diary of his hours this year, your agent has recovered all money to which the member was entitled.

New Docking Facility For S.F. Harbor

BY A. J. HOPE, and WARREN LEMOINE

SAN FRANCISCO — Pier 27 in San Francisco is the scene of a lot of activity, rain or shine, with the revamping of the waterfront ship loading facilities.

New concrete piers are being driven and a concrete deck and warehouse will be erected in the \$7 million package project. Pier 25 and the old pier 27 have been demolished to make way for one of the most modern port facilities on the west coast.

A floating barge is doing the pile driving for Ben C. Gerwick.

When completed the facility will handle moorings for two ships and automated carloading and storage. Trucks will be able to pull into the warehouse and thereby be off the street while loading and unloading.

Rains have nearly halted progress on the Cathedral Hill projects. The lower end of the projects started with a lot of dirt moved by dozers and shovels in a short period of time, but this urban renewal project is a sea of mud as of now.

Down in the Marina, rehabilitation work there seems to continue despite heavy rains and smothering fogs. The plan is to revamp the Golden Gate and St. Francis yacht harbors for many hundreds of pleasure craft moored there.

Perini's Golden Gateway high-rise apartments continue to reach for the skies with a pair of Linden cranes climbing every day. The "red iron" is nearly completed on another phase of the project.

Wells Fargo Bank building downtown and the Fox Plaza skyscraper are going right along despite rains which have not hampered operations to a great degree.

We want to inform everyone of the fact that our Vice President, Dale Marr, has been in St. Luke's hospital fighting off an attack of pneumonia. Dale should be home by now and resting, and we wish him a fast recovery.

Apprentices Find Time to Study During Annual 'Break' in Weather

In the Marysville District we have doubled the apprenticeship program during the past 90 days, but our goal is set much higher. We still have quite a few good young men on the out-of-work list waiting, eager to work, and would appreciate the help of the Brothers in giving them a chance.

To aid the apprenticeship program, we started a second night training class in Chico, for apprentices from that section of the District who won't have so far to drive. This has increased our school attendance two nights per week in Chico. Marysville classes will be going back to two nights per week in order to gain more school hours per year. These young men are trying so hard and need a helping hand. Remember, these young fellows will be feeding the pension pot that you Brothers will be eating from in the future!

MORE EAST BAY CLASSES

With the addition of Diablo Valley College, in Concord, this fall the Oakland District now provides five classes in three schools convenient to the homes of apprentices under the program.

A class of 16 being taught by Brother Norman Yassany and guided by Mr. Carter, School Coordinator, is provided with excellent classroom facilities. The Diablo group has quickly proven its ability to maintain the high scholastic attendance standards demanded and obtained by the Oakland Sub-JAC.

The Stockton-Moesto area has quite a few apprentices working on the West Side Canal and the road job from the Alameda County line to Merced County. Some apprentices are in plants all over the district and some on rock crushers. The over-all work picture looks good.

NEVADA APPRENTICES

Thanks to Al Clem and Danny Dees's untiring effort, the Apprenticeship program in Nevada is catching on. We have seven fellows in the field and 14 on the out-of-work list.

As the picture verifies, our first apprentice, Howard Danner, working for Purtzer Dutton, is getting the benefit of years of experience from Frank McVitty. Most contractors in Nevada are behind the program 100 per cent.

We hope to place a few more

in the near future and with the help of the old hands to give them advice and show them the way, the future for these young men looks bright.

These young men coming into the industry as apprentices, are the future Journeymen and Foremen of our trade, and we should take pride in doing the utmost to see that they get the best training available so that our industry does not suffer for the want of qualified personnel.

The Apprentices should always be a good safety man; looking out for your fellow workers and yourself. Practice safety and you have taken a step in the right direction towards becoming a good Engineer. Always keep your eyes and ears open, listen and watch the old timers, and you are heading towards a bright and fruitful future.

There is money in apprenticeship. An apprentice working for Emil Anderson on the Auburn Tunnel, upstream heading, has the proof of this when he won \$1000 on the "holing through" pool for the tunnel!

The men pooled the time of the actual "holing through" for \$10 each, bringing the amount to \$720 and the company added \$280 bringing the total to \$1000 mark.

Don Monroe had the winning time and collected. Needless to say, he was a happy young man. The pool served as "separation pay," however, because he was laid off shortly after. You can't drive a tunnel if there is no more tunnel to drive!

In the North and Central area of the State, work has diminished due to fierce rains. This is normal in the industry, but it does have advantages; we can concentrate on school and build up study hours badly needed by some of the apprentices who have been falling down. You cannot earn a pay raise unless you have the required number of school hours to balance with the work hours. Keep this in mind fellows, the next time you have a hard time getting to school. The schools are there to help you "learn to earn," don't be a drop-out for the rest of your life!

Rains in Fresno caused a slowdown in the rate of growth of the Apprenticeship program. We have had a very busy year with

UNEMPLOYMENT BENEFIT REVAMPED

SAN FRANCISCO—Passage of the Administration's unemployment compensation bill is "imperative" to the nation, the AFL-CIO declared.

The convention said the bill before the House Ways & Means Committee marks "a long and wholesome step forward," although short of ideal standards. Calling for its passage "at the earliest possible date in 1966," the resolution cautioned: "We dare not let this unfinished task remain undone any longer."

In other resolutions, the AFL-CIO urged federal and state action to improve workmen's compensation laws and renewed labor's support of comprehensive rehabilitation programs for the handicapped.

The Administration bill backed by the convention would make these major improvements in unemployment benefits:

- * Pay jobless workers at least 50 percent of their previous wages up to a ceiling of half the statewide average wage, rising to two-thirds of the statewide average in 1971.

- * Add 26 weeks of federal benefits for persons with a substantial work history who have exhausted state benefits.

- * Extend coverage to 5 million additional workers.

- * Limit disqualification penalties.

- * Raise the taxable wage base from the present \$3,000 to \$6,600 by steps.

The unemployment compensation program adopted 30 years ago "has failed to realize its early promise," the convention noted.

It found "crazy quilt variations" in the 50-state unemployment compensation laws, with benefit ceilings failing to keep up with rising wage levels.

The convention took a sharp look at state workmen's compen-

lots of big jobs which resulted in a substantial and solid growth in the program.

We have 93 apprentices attending classes at Fresno City College, and expect to start another class at mid-term. We also expect to have a grade-checking class starting at City College in February. This class will be held on Friday evenings to enable apprentices and journeymen to attend.

sation programs, "the oldest form of social insurance," and found that many state programs have failed to meet "obligations to injured workers."

It urged the Labor Dept. to show more leadership in efforts to improve state laws "and to support vigorously federal minimum standards" of benefits.

"Too often," the resolution protested, labor has been "alone in the fight to secure adequate protection for injured workers and their families. Too often those who should be in the forefront of the fight to secure improved workmen's compensation legislation have avoided the duty of leadership to accept the easy road of inaction."

The rehabilitation resolution urged state and local central bodies to press their state legislatures to make full use of the matching grants provision of the federal law for vocational rehabilitation programs.

It called for active labor participation in programs to help job placement of disabled workers and to support community rehabilitation programs.

MORE NEWS FROM DREDGING

Continued from Page 11—

hoods, each planned around an elementary school. About 1400 acres will be residential, 150 acres commercial and 320 acres industrial. An additional 200 acres are set aside for schools and churches and parks.

When Foster City is completed in 1972, the population will be approximately 35,000 at a cost of \$650 million.

Hydraulic Dredging donated a ship's anchor, which was cast in the late 1800's, and a pump casting from one of their dredges and have placed these in the Park for children to play with.

Associated Dredging has its clamshells working around the bay, and a new small suction dredge in operation at Berkeley Harbor, working one shift at present.

Olympian Dredge, the "Nep-tune" moved back to Bay Farm Island, topping off the levee started a few months ago. They also have 1,000 feet of new levee to build, and as of this writing, it looks like they will be on this job for a few months. All the men in the Rio Vista Yard are

keeping busy.

Manson General has both rigs working around the piers at the end of Army Street.

Ideal Cement is keeping both crews working at Redwood City. Bids were opened for the Transbay tube in San Francisco, and Transbay Constructors, Inc. of Omaha, Nebraska, a joint venture was low bidder for the Rapid Transit District's four-mile tube under San Francisco Bay.

Transbay is a combine of Peter Kiewit Sons, Raymond International, Healy-Tibbitts Construction Co. and Tidewater Construction Co. Transit District General Manager, B. R. Stokes noted that Transbay's bid was about 10 per cent above estimates but "was not unreasonable."

After a detailed analysis, the contract may be let by mid-January. The job was bid for \$89,874,815. This job should put a lot of our men to work, and I would say this is a good way to start new year.

In closing, I hope you and your families enjoyed the holiday season, and the this year will be healthy and prosperous.

Personal Notes

STOCKTON

Brother Clifford Niblock, (not Al Nibloc as was inadvertently reported in last month's news) suffered a severe stroke, and is recuperating at Bret Harte Sanatorium in Murphys.

Brother Roy Pierce is on his way to Arabia to work for Bechtel Corp. as a superintendent.

Brother Ernie Dugan is recuperating from a crushed hand and arm, and Brother Leroy Kidwell is recovering from burns received from a gasoline explosion on the Service Construction job.

The following brothers were sick or hospitalized for the past month: Louis Silveria, Louis Wenger, Joe L. Brun and James E. Glenn.

We extend our deepest sympathies to the family of our late Brother Jack Whitehouse.

OAKLAND

Our deepest sympathy to Brothers James R. Cook and his family upon the sudden death of his wife, and Elbert Trost, who also lost his wife.

SAN RAFAEL

Brother Curt Richardson (apprentice) entered the Armed Forces Dec. 1 and we wish him the best of luck.

Brother Paul Bach recently confined in Novato General Hospital for eye surgery—we wish him a fast recovery.

Best wishes to Brother Stewart F. Orchard, Jr., on his recent marriage.

Also congratulations to Brother Robert Timmel who also said "I Do."

Brother Vic Nielsen was recently confined at Marin General Hospital and from latest reports received, Brother Vic is back conducting his business.

Congratulations to Brother Carlos Talamantez (a proud father of baby boy born on Thanksgiving Day—weighing in at 9 lbs. 4-oz.

EUREKA

We of the Eureka office send our sympathy to the family of Brother William J. Crabtree, who passed away November 27, 1965.

We of the Eureka office also wish a speedy recovery to Brother Donald Lewis who was injured on the Fredrickson & Watson job at Gasquet on November 22, 1965.

MARYSVILLE

Brother Emmett Jacobs is in the Fremont Hospital in Yuba City recovering from his recent automobile accident. Hope he has a speedy recovery.

Brothers Harry Carte and Noel F. Dennis are in the Rideout Hospital in Marysville. All reports from them are that they are getting along fine.

Special thanks to Charles Newman for his blood donation this month.

VALLEJO

Many of the Vallejo Brothers were hospitalized recently; among them were Jack Brown, John Teter, Ballard Clark, Virgil Majors, Bill Hennigan, Lester Stultz, Stanley Brown, and Russell Pyle. We wish a speedy recovery to these Brothers and trust they will be in good health soon.

Sincere sympathies are extended to the family and friends of Brother Cliff Cotter, whose wife passed away recently.

We thank all Brothers who donated blood, and who will be donating blood in the future.

SAN JOSE

Blood donors for the month include: Leona Webb, Howard Spurlock, Tim Jacques, Marciano Rodrigues and Bob Sandow.

Please notice: to those wishing to give blood to the engineers blood bank: The Blood Bank is in the process of installing IBM equipment. In the future, when blood is donated, please call the office and leave your names, as we will be unable to obtain the names from the Blood Bank in the future.

UTAH

Our sincere sympathy to Brother and Mrs. Douglas Whitney over the death of their infant daughter.

Condolences to Brother Glen Hyatt over the loss of his wife and a speedy recovery to him in his illness.

Brother Lew Hamilton has been confined to bed with an illness . . . we wish him a complete recovery.

GET WELL WISHES TO THE FOLLOWING BROTHERS: Dave Braegger, Charles E. Pierce, Melvin Hayes, Mel Krambule, Arland Morrell, Dick Strange, Murl Johnson, Lester Hunnell and Douglas Price.

Congratulations to Brother and Mrs. Joe Yardley over the birth of a baby boy born on December 11. Also to Brother Rickie Bryan and wife who received a baby girl on December 15.

VISIT BLOOD BANK; GIVE FOR ENGINEERS

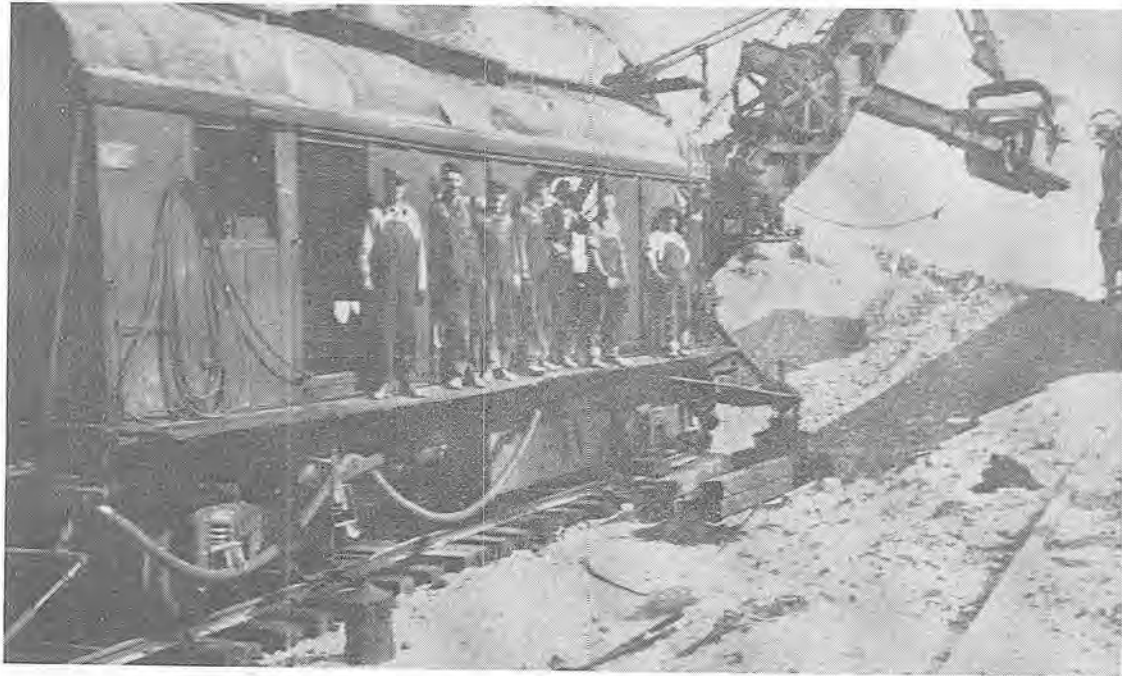
Oldtimer's Picture Parade



ANTIQUES—these old time shovels were standard equipment 40 years ago in Nevada and California, according to Brother Harry Hanson, of San Francisco. Note hoist chains used in center picture to load railroad car. At right is a 220 Marion with 90 feet of boom and 55 feet of stick, used for stripping in Nevada with Hanson as operator.



RAILROAD—Brother Hanson worked many years in mines and laying railroad tracks. Here is a Bucyrus working for Western Power Co. near Minden, Nevada. Charlie DeBay was the operator. Notice iron-wheeled belly dumper in right background, and what appears to be a Holt 45-hp caterpillar behind the shovel.



TRAIL BLAZING—Brother Hanson is shown here at right on the deck of this huge track-mounted Vulcan shovel while laying track for the Union Pacific near Salt Lake City, Utah in 1919. He said he then enlisted in the U.S. Navy as a "patriotic drunk" but always came back to operating shovels.