



Nevada Governor Signs Apprentice Agreement

Program Hailed as 'Historic Advance'

Business Manager Al Clem, Governor Grant Sawyer and other Nevada state and federal officials last month signed the Apprenticeship agreement for the Silver State, thus clearing the way to provide skilled training to young men coming into the heavy construction industry.

It was another historic milestone for the State of Nevada, according to Gov. Sawyer who added that "the program is in keeping with President Johnson's request to state governors to institute youth training programs."

The Nevada apprenticeship "break-through" was brought into being through the support of Gov. Sawyer who recognizes the importance of providing training programs for his state.

He said he is particularly elated to participate in culminating the agreement with labor and management which he visualizes will help strengthen the economy of the state.

FORWARD OBJECTIVE

He said the prime objective of his administration is to "be on the forward march to build a better place for the residents of Nevada in which to live and work."

The program is a carbon copy of California's successful Apprenticeship setup, which was instituted in 1960 by Clem.

Clem immediately announced that Danny O. Dees would serve a dual role of Administrator of both California and Nevada programs. Red Warren was named Coordinator with offices in Reno's Operating Engineers quarters, 185 Martin Ave.

Dees reported that to date 369 youngsters have taken the Apprenticeship test, and 198 have passed.

HIGH CALIBER MEN

"We are interested in high-caliber young men serious enough to dedicate themselves to the job of becoming top-flight Operating Engineers, and therefore we will use these tests to help find the most qualified men in Nevada," Clem said.

Clem explained to the Nevada governor that Local 3 has long sought to establish an apprentice program to train the men necessary to man modern and complex heavy earth moving equipment which costs, in some cases, hundreds of thousands of dollars. Contractors are continually requesting top hands, skilled in the highest degree, to operate their rigs.

The Local 3 Business Manager thanked the governor and his staff for their undivided cooperation in working out the details of the program, and for their recognition of the need for highly skilled operators in the state.

MANAGEMENT AGREES

Rowland Oakes, manager of the Northern Nevada Chapter of the Associated General Contractors, told the governor that in-

dustry, more than anyone else, recognized the need for training young persons to become skilled and proficient in their jobs to meet the challenge of tomorrow's machines.

Others present at the historic signing included: Labor Commissioner Elwood J. Combs; Lloyd Jones, Bureau of Apprenticeship Training, U. S. Dept. of Labor; Jerry Dondero, director of Adult Education in Washoe County School District, and members of the Joint Apprenticeship committee for northern Nevada.

The program is set for three years during which time the apprentice shall meet the following minimum standards:

1—Two six-month periods of on-the-job training totaling 2000 hours, or 1000 hours each (6000 hours over three years).

2—A total of 432 hours of related classroom technical instruction in two six-month periods of 72 hours each over a three-year span. Classroom attendance is required two nights weekly, each two and one-half hours duration, to complete the course and move up for graduation.

3—Wages shall be paid, based on Group 8 of the Master Agreement, on a percentage basis starting with 70 percent for the first period apprentice and graduating in sixth periods to 95 percent of the Group 8 scale. (Group 8 is presently \$5.18 per hour in Nevada.)

Youngsters of Brother Engineers, interested in securing further information regarding the Nevada Apprentice program, are urged to contact the Reno office.

College Named For Stevenson

SANTA CRUZ — Adlai E. Stevenson College will be the name of the second residential college at the University of California, Santa Cruz.

This action of The Regents was announced recently by President Clark Kerr and Chancellor Dean E. McHenry. The naming was originally suggested by Governor Edmund G. Brown, President of The Regents.

Stevenson College will open in the fall of 1966. It will offer its 700 members a liberal arts education, with emphasis of the modern social sciences. The unifying theme of its program will be the relationship of the individual to world-wide society and the forces which shape that relationship.



APPRENTICESHIP AGREEMENT—here is evidence of historic signing of Nevada Apprenticeship agreement. Gov. Grant Sawyer is shown affixing his name to contract witnessed by Local 3 Manager Al Clem, Rowland Oakes, of AGC, James Combs, Labor Commissioner of Nevada and Lloyd Jones, U.S. Labor Dept., Bureau of Apprenticeship Training.

Senator Kuchel Explains 14(b)

California's Senator Thomas Kuchel will work for early repeal of Section 14(b)—the compulsory open shop section of the Taft-Hartley Act—he told the San Francisco Labor Council last month.

He made his position doubly clear in a letter to a California businessman who had asked that the senator block organized labor's efforts to win repeal of the "right-to-work" section.

"Right to work" laws, Kuchel told the businessman, mean just one thing: "low wages and cheap labor."

They are "senseless," he said, and disorderly. They do not promote individual freedom but

collective bargaining.

The senator noted that only one "right to work" state (there are 19) has a fair employment practices law; seventy per cent of the non-right-to-work states have such laws.

Only a quarter of the "right to work" states have a minimum child labor law; almost three-fifths of the others have such laws.

Only one "right to work" state has an unemployment insurance maximum weekly benefit of at least \$48; almost half of the non-right-to-work states exceed that figure.

In California, he pointed out, the average hourly wage in

manufacturing was \$2.88. In Mississippi, a "right-to-work" state, it was \$1.69; in North Carolina, another, it was \$1.68; in South Carolina, still another, \$1.71.

Kuchel, who serves as Republican whip in the Senate, claimed the Republican party "authored the 8-hour day" and "eliminated the 8-hour day" and "eliminated" the so-called "yellow-dog" contract.

"Some would say legislating an 8-hour day was an infringement on the freedom of the individual to work himself to death 16 hours a day in a factory," the senator wrote.

"In my judgment, that is a perverse view of freedom."

LATE BULLETIN

Senate Majority Leader Mike Mansfield announced Oct. 12 that the move in the Senate to repeal the Right-to-Work section of 14(b) of the Taft-Hartley Law had been laid aside until the next session of Congress.

only encourage "a 'Freddie Freeloader' mentality whereby an individual can receive all the benefits . . . and yet avoid paying his fair share of the bargaining costs."

The senator pointed out to the businessman that he favors a single, national labor policy—not a policy for each of the fifty separate states, "each going its own way."

It doesn't make sense, Kuchel declared, to allow a state to "opt out" from a national policy.

He denied the "right to work" laws promote individual freedom, nor do they promote free

S.F. Trades Council Urges City to 'Get on With BART'

The San Francisco Building and Construction Trades Council views with increasing impatience and alarm the demands for changes and additions to the Market Street rapid transit system which seems to emanate endlessly from certain groups and individuals.

Residents of San Francisco and the entire Bay Area spoke clearly almost three years ago when they approved the \$792 million bond proposal to finance construction of the regional rapid transit system. Yet, groups and individuals, purporting to represent various interests in the downtown section, continually seek to change the basic system budgeted by the voters.

Organized labor has paid close attention to rapid transit developments in San Francisco. From this intimate knowledge, it is

convinced that the Rapid Transit District has investigated each demand and suggestion for changes or additions to the Market Street subway with an open mind.

But the District has not, because it can not, approve changes and additions which will add costs to the budget approved by the voters. Further debate and discussion concerning such changes and additions not only are pointless, but, if prolonged to any degree, will pose a serious threat to the District's ability to complete the system on schedule and within the budget.

The Council is convinced that the Bay Area Rapid Transit District is sincerely attempting to provide the best possible subway system in San Francisco. The time has come for it to be given a clear track to accomplish that objective.

Memo from the Manager's Desk

By AL CLEM

Heavy Negotiations Continue

Despite the fact that we have finished our negotiations on the major contracts, we are still extremely busy negotiating equipment dealers, pile driving, and steel erecting contracts in the State of Utah, and numerous contracts in the State of Hawaii.

Due to the fact that we have been successful in various organizing campaigns, we have spent a great deal of time negotiating agreements covering these new members of our Union. It is a pleasure to welcome the employees of the Remco Hydraulic Company, located at Willits, into the membership of Local 3.

We won the Certification Election with caterpillar dealers in Fresno during the past month, and will be starting negotiations with the Quinn Co. shortly.

NEVADA APPRENTICESHIP

You will note on the front page, as reported last month, the Apprenticeship Program is now underway in the State of Nevada.

I would like to take this opportunity to ask California and Nevada members to cooperate with Representatives in seeing that each job has an Apprentice or a Journeyman Trainee, which the contract requires. We want this section of the agreement strictly adhered to, particularly the portion which states that the Journeyman Trainee or Indentured Apprentice, as the case may be, will be given the opportunity to operate the various pieces of equipment to which they are assigned.

The implementation of the new manning provisions is moving along in a very satisfactory manner. Of course, we think this is due to the fact that your Union representatives and the Employers are genuinely interested in carrying out the intent of the parties, which was agreed to at the negotiating table. It is designed to train people to improve their job opportunities and to help them diversify their skills so that they will be able to work in an increasing number of job classifications.

NEW SAN RAFAEL OFFICE

On Monday, September 21, I helped dedicate our new headquarters in San Rafael, and it was a great honor to present a Journeyman Trainee and an Apprentice with the first referral slips from our new office, located at 76 Belvedere Avenue. District Representative "Buck" Hope and Representatives Jim Jennings and Al Hansen were also on hand.

Also present at this occasion were Elmo Maggiora, Willie Ghillotti, Bill Forde, Merv Soiland and Frank Merz, who are contractors serving on the Apprenticeship Committee, in Marin County.

ISLAND NEGOTIATIONS

We are in the process of negotiating an agreement with representatives of Hawaii Kai for their operation on the Island of Guam, where we recently won a representation election covering employees performing construction work on the Island of Guam.

Wage scales in Guam are pitifully low, so it goes without saying that if we are successful in organizing this segment of our jurisdiction, it will be quite sometime until we are able to bring the wage scales and working conditions on a par, even with those in the State of Hawaii. I am sure if we continue to work together, as we have in the past, that this is a goal we will ultimately achieve.

We recently were notified that a segment of the Teamsters Union in Hawaii has attempted to raid the membership of Local 3 employed in a cement plant. We cannot understand why so-called "labor people" employ these tactics.

It would seem more plausible for them to devote their while there are so many people who are not organized. time and effort in organizing the unorganized! However, this is not the first attempt of a raid on this unit, and I feel confident it will be another unsuccessful attempt on the part of these people.

NEW SALT LAKE BUILDING

The foundation for our new building in Salt Lake City has been poured and the contractor is rushing this job for completion while the weather is good.

During the past month I attended the North Central State Conference in Chicago with Brother Paul Edgecombe. This was a well attended conference with General President Hunter P. Wharton, General Secretary-Treasurer Newell J.



NEW HOME—76 Belvedere St. is the new home for the San Rafael district office. New quarters is larger with 800 square feet and plenty of "free parking." Below, first dispatches were handed to John Jaquish and Armon Porras. From left are: Jaquish, Buck Hope, Business Manager Clem and Porras.

San Rafael Moves To New Office

The Operating Engineers, Local 3, moved recently to new, air-conditioned quarters at 76 Belvedere in San Rafael and celebrated the opening of the office with the dispatch of three operators by Business Manager Al Clem.

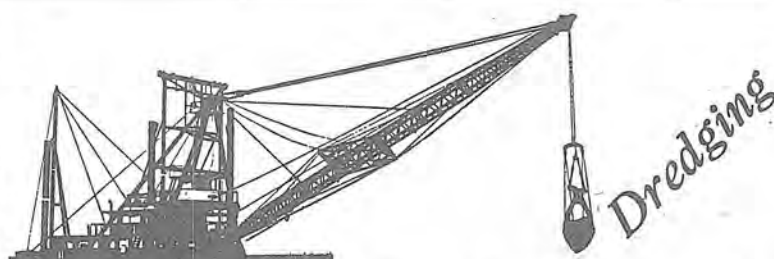
Clem sent out the following men to jobs in Marin County: Armand Porras, of San Rafael; John Jaquish, Mill Valley and Fred Sollom, of San Rafael.

Jaquish is a Journeyman bulldozer operator and Sollom an Apprentice.

Porras, trained in dredging operations, was re-classified as a Journeyman Trainee, a new category created through the recently concluded master agreement with the California Associated General Contractors and Local 3.

Clem said the trainee classification will put to work thousands of men throughout the union's jurisdiction in northern California and Nevada. There are 704 members in the San Rafael area which includes all of Marin County and southern Sonoma County.

The office is headed by Representative Jim Jennings and Al Hansen.



By AL HANSEN

Hydraulic Dredging Company is still going strong at Foster City and has the "Rogue" working in San Mateo, adjacent to the 101 Highway.

Shellmaker Co. started a job at Rio Vista with the "Vanguard" and the "Explorer" working three shifts each on the Sacramento River.

New petitions will be circulated on the formation of an assessment district at Richardson Bay to dredge Sausalito Canal. The decision was made because the canal alignment has been changed since the first petitions, and the boundaries have changed, according to County Public Works Director, Donald R. Frost.

Frost said start of the half-million-dollar dredging project will depend on how soon the district can be formed, engineering completed, and approval of the Army Corps of Engineers granted. It appears that all property owners are going to go ahead, in his opinion.

The U.S. Army Engineer District in San Francisco announced that the State government has

withdrawn its previous objections to the \$175 million development on mud flats Alameda's Bay Farm Island.

Hugo Fisher, administrator of the State Resources Agency, in a surprising reversal, said he approved the Bay Island project because plans have been changed to allow construction of a new mile-long beach for the public, a new yacht marina, a new deep-water channel between San Leandro Bay and Alameda, and new wildlife facilities.

Fisher also announced he has approved an application by the Port of Oakland to fill 40 acres of the Bay for new terminal facilities at Oakland's outer harbor for handling bulk ore and dry cargo shipments, and for the Bay Area Rapid Transit to surface its cross-bay tunnel.

The Army Corps of Engineers approved two applications by the Port of Oakland to establish the deep-water marine terminal.

A new commission, set up under an act supported by Senator Eugene McAteer of San Francisco will have a veto power over all fill projects.

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Organizing Campaign in High Gear

It appears that the Local 3 organizing campaign is under a full head of steam. This is reflected in the increase of activity in negotiating agreements with various shops and companies throughout California.

It is a high tribute to the leadership of Local 3 that organizing attempts are bearing fruit. There are a lot of headaches and countless hours spent in the process of getting one company signed to an agreement. Through it all, the organizer must continue to persevere in the teeth of repeated rebuffs and, in some instances, apathy on the part of those whom he is working for to assist in gaining a better way of life.

Brother Al Clem, through it all, is right on top of everything. As a matter of fact, he is as close as his phone. He is a tireless worker who likes to keep in touch with every representative on his staff almost hourly. And with his guiding hand, the organizing effort is progressing in every corner of the Local 3 jurisdiction.

LBJ's RAPID RECOVERY

President Johnson's road to recovery after his recent gall bladder operation seems to resemble one of the Local 3 built California Freeways.

We hope it will be even more rapid, and in time to lend his heavy hand to quell the present bickering going on in the Senate over the 14(b) Taft-Hartley repeal.

The Senate Minority Leader, Senator Everett Dirksen, was successful in mustering sufficient votes to block a vote for cloture this week, and is quietly aligning his "captains", as he likes to put it, to scuttle the whole repeal attempt.

We agree with California's senior Senator Thomas Kuchel who said, "I deeply believe that in national public policies we must be one country, not 50 separate states, each going its own way. Public policies which involve interstate commerce in those matters which cross state lines are, and should be, subject to uniform federal jurisdiction under our constitution ..."

"Would it make sense," Kuchel asked, "to pass a national minimum wage of \$1.25 an hour and then permit a state, if its legislature decided, to option out from under that minimum?"

"Of course it wouldn't," he declared.

Senator Pat McNamara, floor manager of the repeal bill, declared he is sure passage will be okayed—"if we can get a vote," he added.

It's still not too late to send a card to your senators and request immediate passage of 14(b). Do it today!

SCHOLARSHIPS FOR 1966

The San Francisco office already has received several letters of inquiry concerning the 1966-67 college scholarship applications. At this time, we can say that the Executive Board has okayed the awards for the third year, and details will be announced in next month's issue of "The News." The contest is open from December until March 1 each year.

On another matter, we want to say "thank you" to the recent letter we received praising "The News" for its "excellent content and material and arrangement of news stories," and complimenting Business Manager Clem for his securing of an outstanding Agreement with the AGC.

Both sentiments are greatly appreciated, and came from a Brother Engineer outside Local 3.

More--Manager's Memo

Continued from Page 2—

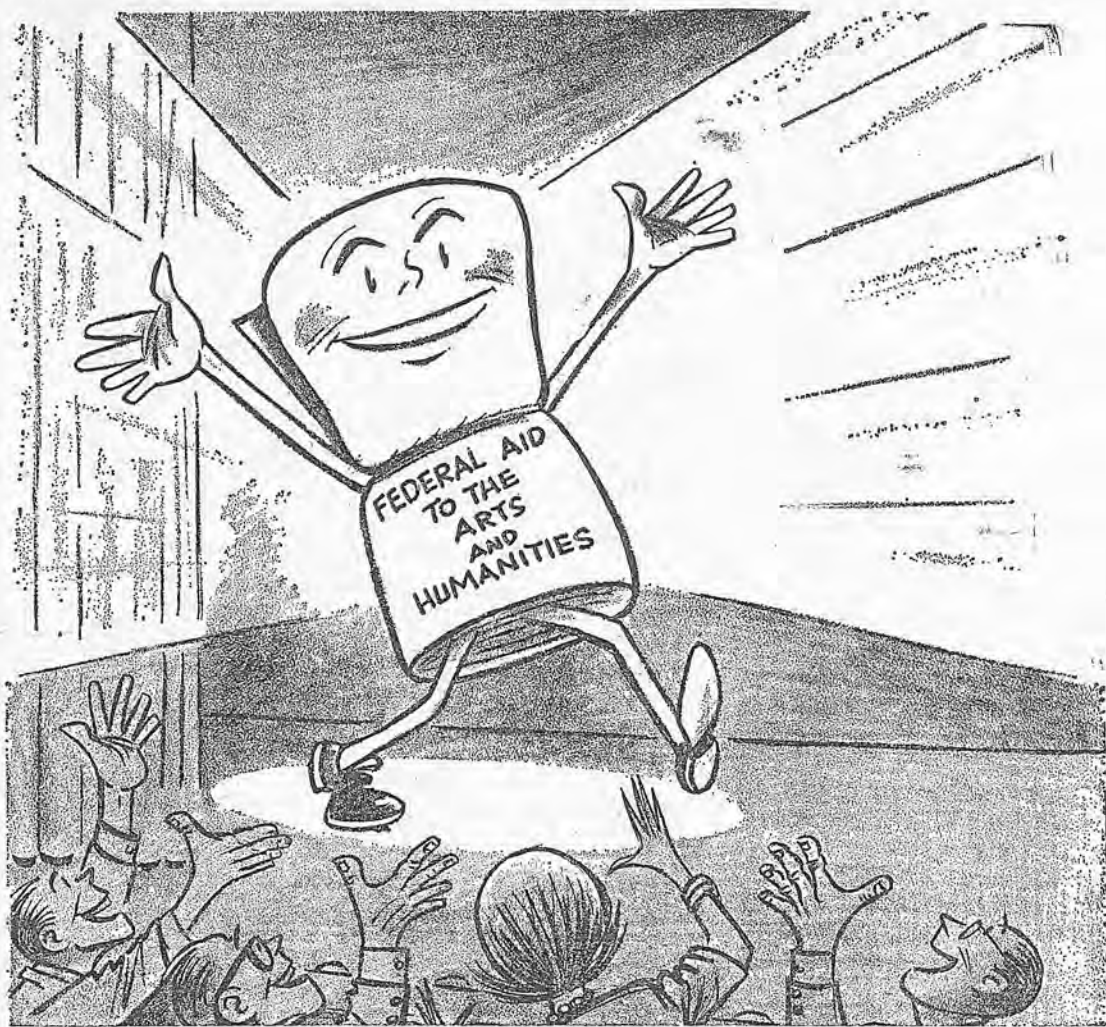
Carman, in attendance as well as the General Executive Board. In talking to various representatives in attendance we were able to gather ideas which, as time goes on, we will be able to put into effect in Local 3.

OVER 4000 DISPATCHES

It goes without saying that the work season is at its peak and the offices are busy dispatching Brothers to numerous jobs. During the month of September there were 4,052 members dispatched to jobs throughout the jurisdiction.

We hope that the weather holds good and we are able to fill all the requests for jobs that are coming our way from the various contracts.

A Star Is Born



Unions Seek to Block Garnishee Firings

By SIDNEY MARGOLIUS
Consumer Expert

Union counselors and officials in many areas have become increasingly concerned over the firings of workers because of garnishees.

A garnishee is a court order directing your employer to turn over a specified part of your pay to a creditor. The amount that can be taken from your pay varies in different states.

Some employers automatically fire if a man has more than one of two garnishees. Others may not permit any.

A worker fired for garnishment may not even be able to get unemployment insurance because this type of discharge may be classified as "misconduct" under state unemployment laws.

New York State this year almost got a law barring garnishee firings. After two years of intense effort by the Hotel Trades Council there, the legislature passed the bill. But New York's Governor Rockefeller vetoed it.

A garnishee often becomes a coercive collection weapon in the hands of high-pressure installment dealers. They can use the threat of job loss to force payment of debts that may have been unfairly or even fraudulently contracted.

The Hotel Workers and other New York unions are going to try again to get the anti-garnishee firing law in that state.

"Once we get a law making it unlawful to discharge purely because a garnishee has been served on an employer directing him to make payments to the creditor from the worker's wages, that is all we need to prevent firing," says the Hotel Trades Council. "This law also would insure that if an employer does fire because of a garnishee, this would not be considered a voluntary quit under unemployment insurance, or that an arbitrator won't say the discharge is justified."

In the old days it was possible to put a debtor into jail. The garnishee system was developed as a humane approach and a means of allowing the man to stay on his job and pay his debt. Firing the worker defeats this purpose.

The coercive nature of garnishees is shown in a case reported by a former waitress, trained by the union to be a counselor for members with consumer problems. One worker had contracted a debt of \$135, and had made four payments of \$14 each. The merchandise proved to be faulty so she brought it back to the seller and figured she didn't have to pay any more.

This is a frequent misbelief of debtors. Her pay was garnisheed. Even though she no longer had the merchandise, she now owed \$117, including

the original balance of \$79 plus penalty costs stated in the contract she had signed.

The Legal Aid Society pointed out that the only action possible would be to make the seller put up the merchandise at public auction. But auctioned goods bring very little which can be applied against a debt.

That woman got fired.

One of the fallacies in Governor Rockefeller's veto of the anti-garnishee firing bill in New York, was the assumption that debtors are properly served with notice and have sufficient chance to arrange to pay.

"Our people tell us they have never been served with these notices," the Council reports. "This situation is what is known as 'sewer service'. The creditor is supposed to have the income execution or garnishment served directly on the debtor in his hand. This gives him a number of days to arrange to pay, if he can, before the garnishee then is served on the employer. But often the garnishment is not served to the debtor at all, or may be sent through the mail."

Even when notice is properly served, the marshal may require that the debtor pay up the accumulated arrears before the marshal will consider giving a "letter of abeyance" to show the employer. Obviously it usually is impossible for a man who has been unable to meet current payments, to pay all his back debt at one time.

Unions in other states seeking similar legal protection against garnishee firings, can learn from the New York experience. This time the union is seeking the support of the State Labor Department to help convince the Governor to sign the bill.

The union also is gathering evidence to answer Governor Rockefeller's contention that the debtor is properly served with notice, and so has time to make payments before the garnishee is served on the employer.

The wide extent of the garnishee problem is shown in a report by the Better Business Bureau of Akron. In one recent year Akron Municipal Court records reported 12,000 garnishments. Two retailers alone were responsible for almost 20 per cent of these. One company filed 1500 garnishments. Other cities with records of many garnishees include Washington, D.C., San Francisco and Birmingham.

In some states, as Oregon and Illinois, garnishments have led to bankruptcies because of the high amounts creditors have been able to take from pay, unlike the some-what more humane New York rule that only 10 per cent can be taken no matter how many creditors garnishee.

Nevada Road Construction Totals \$28.4 Million

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

RENO — A total of 102 miles of highway construction is in progress in Nevada under contracts totaling \$28.4 million, according to W. Otis Wright, state highway engineer. He said the biggest part of the total 58 miles, is in freeway construction, with \$22.7 million in this category.

More than \$4 million of the program, under four contracts, is under way in the Reno area.

Included in the Sparks-Reno district are:

— Widening of U.S. 395 to four lanes in Carson City, where work was scheduled to begin Sept. 23.

— Excavation and graveling on U.S. 50 near Austin from 4 to 24.2 miles east of Churchill-Lander county line. This is part of a major realignment of U.S. 50 in the area, with elimination of several steep grades.

— Reconstruction of Interstate 80 from Churchill-Pershing county line to 5.5 miles southwest of Lovelock, a distance of 11.4 miles.

— An addition to Coal Canyon Road southeast of Lovelock in Pershing and Churchill counties.

New to Reno is a German Pecco Crane, set up by L. E. Dixon Co. at First and Arlington. Dixon is the contractor to erect a 23-floor apartment. The first four floors will be for business houses, and the remaining 19 will be apartments. The crane will remain on the building for approximately one year. This is a "climbing crane," it will pull itself up as construction progresses. Brother Harry Smith is the operator.

Purtzer and Dutton are going along real well on their sewer line project East of Reno, and the job has employed quite a few Brother Engineers. Employed on this project are: Brothers Bud Jacobsen, dozer; Leo Turner, dozer; Gary Henderson, loader; Al Collingswood, dozer; Kenneth Jones, instrument man; Lee Brown, loader; Harold Warren, greaser; Wallace Waters, oiler; Mac Hunter, crane; Jack Brown, crane; Byron Mason, crane; John Reeves, oiler; and Howard Donner, apprentice.

Many problems are arising with safety to the men working around "hot lines." Recently we had, what could have been fatal accidents by crane operators working near and hitting high voltage lines. Brothers, you normally get to make this mistake once. So when you are asked to take these chances, please notify us so we may protect you.

In northeastern Nevada, the \$6 million U.S. 80 project at Deeth, is keeping several Brothers working. Nevada Rock & Sand Co. is prime contractor; Cahoon Construction, of Pocatello, Ida., is major sub-contractor and building structures and driving piles.

A special meeting with Titus, Inc. and Ready to Pour, Inc. at the AGC office in Reno, established the Local 3 jurisdiction over operation of the crusher and concrete batch plant.

Brothers Tex Mathews and Fred Sumner operate the batch plant with Rex Rawline, Stan Baumgras and Herb Warren, manning the crusher.

On the Deeth job, Jugger Stevens is steward on the morning shift and Red Purdom serves in the same capacity with the afternoon crew.

Further east on U.S. 80, Wells Stewart was awarded a \$2,243,741 contract for work contiguous to its present job at Pequop, and plan on bringing up their own scrapers for this section.

Industrial Construction completed a major part of its contract at Dinner Station, north of Elko on Mountain City road, and moved the dirt spread back to complete the work on the other lane of U.S. 80 at Emigrant Pass.

Industrial subbed the dirt work from Nevada Rock and Sand, which is still operating the crusher.

Cold weather is biting at the heels of the Brothers with Helms Construction Co. at Secret Pass. Snow never left the Ruby's this year, and it's now covered by a fresh layer. Temperatures have been in the low twenties and teens.

It may be well for Nevada Brothers to turn their attention to Copper Basin mines, south of Battle Mountain for Winter work. Duval Corp. is developing the mine and is taking applications in Battle Mountain.

Carlin Gold Mining Co. shop contract has been negotiated and "Chief" Oscar Johnny is Steward.

Johnny is no neophyte to negotiating. He is a veteran of the organizing days in the Ely mines.

Oscar is a Shoshone Indian, and member of the seven-man Nevada Tribal Council which holds annual meetings with Gov. Grant Sawyer.

Newsweek Magazine, recently, featured the Carlin Mine and reported it as the largest gold mine opened in the United States this century. The number of workers there is about 100.

R. L. Helms has several street jobs and a project out at Raleigh Heights, and a sewer job at the

airport with some street work in Carson City.

Silver State Construction, Inc., is progressing rapidly on the freeway at Lovelock, and is about done with the job at Cold Canyon, working about the same crew.

Service Construction Co., from Sun Valley, Calif., is about completed with its concrete paving at the Fallon NAAS. Brother Vern Wilson is the foreman on this job. Also working on this job are Brothers Larry Harrison, Joe Aguirre, Bob Wigle, Sam Ham, and Andy Miller. This has been a good job with lots of hours.

Many brothers in the Fallon and Reno area were saddened by the sudden death of Billy Fritz on September 19.

LAKE TAHOE AREA

Dillingham Corporation, of California, will start its dredge in

operation at South Tahoe, which should employ 20 Brothers during the winter. We hope to see the new sewage affluent discharge line get started this year.

The north end of the Tahoe Basin has slowed considerably. Robert Hart has finished his job at Tahoe City; Weldwood Structures is readying for Winter at Tahoe Tavern; Dick Mandeville has a crew busy on a variety of jobs around Incline Village; Helms Construction was awarded the Stewart Street job in Carson City for \$180,000.00.

We recently signed James Bird Grading and Excavating Contractor, to our short form Agreement.

We extend our deepest sympathy to the family of Sweeny "Bob" Thomas, killed in an automobile accident recently near Carson City.

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Redding Report

Pit River Bridge Slated for Expansion

By TOM ECK, ED DUBOS, LOU BARNES

REDDING — The Pit River Bridge spanning one of Shasta Lakes fingers will be widened by December. Crews from the C. K. Moseman Company of Fresno, the H. F. Hudson Corporation of Hayward and Don L. Cooney Inc., of Tacoma, Washington have been working since July of last year on widening the Pit River Bridge which soars across the Pit River arm of Shasta Lake.

When completed in December, at a cost of \$956,452, the span will have been widened from 44 to 50 feet. The extra space will provide for a four foot divider strip in the middle and additional feet of clearance on both sides. The bridge still will carry four lanes of traffic.

By the time National Highway Week rolls around next year Superior California will have 78.6 miles of Interstate 5 completed at a cost of \$55.5 million. That is the estimate in mileage, costs and completion times given by the district office of the State Division of Highways here as National Highway Week is being observed.

One of the longest stretches of Interstate 5, the 16 miles from Corning to Red Bluff in Tehama County, is scheduled for completion next December at a cost of \$7.7 million.

By next summer 12.3 miles of freeway from Anderson, Shasta County, to north of Redding will have been completed at a cost of \$11.1 million.

PROJECTS LISTED

Other projects from the Southern Tehama County line to the Oregon border and their locations, mileage, costs and completion time are: Shasta County line to Corning, Tehama County, 9.3 miles, \$4.7 million, Summer 1966; Red Bluff freeway, 5.6 miles, \$6.7 million, October, 1965; Anderson freeway, 5 miles, \$4.2 million, Summer 1966; Pit River Bridge widening, .7 miles, \$1 million, December, 1965; 2 miles north of O'Brien to Antlers in Shasta County, 4.7 miles, \$4.7 million, Fall 1966; Dunsuir freeway, 1.2 miles, \$1.6 million, December, 1965; Bailey Hill, in

Siskiyou County, to Oregon border, 1.5 miles, \$2.1 million, December, 1965.

Gordon Ball's project is done and they are moving out as fast as they can to their new job near Sunol out of Hayward. We are sorry to see Supt. Daryl Doyle (Apprenticeship Committeeman for Management) leave the area.

Ferry Brothers, who have been working around this part of Redding for the past year and a half, finished with their work and are moving out. They have taken down the hot plant and batch plant and intend to move their office.

Baker and Anderson are going rather slow with their end of the job — due to solid rock plus 84 percent slopes — 91 percent slopes that are 900 feet long. The Whiskeytown end of the job is 25 percent completed (a \$2,600,000 bid) — the Happy Valley job was a \$1,800,000 bid — this is 65 percent completed. This is one of those jobs with "YoYo's" — they have a small Cat which pushes the rock and dirt down the ditch — a cable on another Cat pulls the smaller Cat back up the hill. When the dirt is down at the bottom they take a Clam and dig it out. Talk about trucking! One good thing is the Project Manager is not gaining any weight!

Granite Construction Company has 95 percent of the main line in, they have about 50 percent of the laterals to do. This is a fast operation and they should be out of there in a few weeks. This has been a tricky job as some of the lines ran close to buildings and homes.

Fredrickson and Watson started their canal job and the new "pull paddle" wheel self-loaders are coming in one every few days. On hill cuts they go great, but on the low lines there is water, water and more water!

Looking back on past performances of the Norman I. Fadel job at Anderson, we believe the new supervision has made some changes that point toward an organized operation that will proceed in a workmanlike man-

ner. Because of lost time and money to the Brothers due to these changes this project, under the supervision of Brother Harold Lien, now looks like a going concern and will be a benefit to the Brothers on the job and those who will be needed in the future.

NORTH COUNTRY

Fall is here again and contractors are working at a fever pitch trying to beat the rains.

In the Yreka area, Morrison & Knudsen at Iron Gate Dam, is topping off and working three shifts pouring concrete on the spillways. With the clean up, they hope to be completed in 30 to 45 days and move operations to Keno, Wash.

Hughes and Ladd, and Gibbons & Reed on the Klamath River have nearly completed their rip rap job and are now laying rock in various locations in preparations to lay plant mix.

The O'Hair Company set up a crusher and screening plant and is erecting a blacktop plant at Seiad Valley. This company is very active in the area keeping several of the Brothers working.

R & D Watson Company, at Happy Camp has a five mile re-lining job on Highway 96, part of which was washed out during the Christmas flood. The Company is working ten hours a day and intends to keep the Brothers busy until the rains hit and the snow flies. There are several miles yet to be constructed along the Klamath.

Peter Kiewit & Sons is "topping off" at Pit-McCloud working three shifts. The Project Manager said they will be laying off one shift, but hope to keep most of the Brothers busy for some of the clean up that has to be done on the access road to be built.

The J. F. Shea Company completed two tunnel jobs and is doing the grouting which will be finished in about two weeks. Shea was low bidder on the Rapid Transit tunnel in the Bay Area, and will be taking several Brothers along.

Piombo Construction Co., at Pit No. 6, is in the final stages building a check dam and fish ladder below the Pit No. 5 dam.

There will be parking areas and boat ramps for recreation.

Walsh Construction Co., building Penstocks between Iron Canyon and the Pit, has been delayed because of a pipe shortage, but on our last visit we noticed it has been coming in, and they should be finished by the time bad weather begins.

CHECKS READY

The Redding office is holding checks for the following:

G. D. Boggs, W. A. Brady, E. Davis, O. E. Ellis, E. Gibbs, J. B. Hammer, O. W. Hard, B. J. Henson, O. N. Hodges, D. G. Jennings, J. H. Landsdale,

W. W. Low, E. Thompson, J. Benneau, E. W. Boren, W. F. Barnes, G. Borba, S. E. Davis, E. W. Sirosh-ton, H. R. Simonis,

D. C. Jeppson, M. E. Lindley, H. Ritchie, M. K. Solberg, G. F. Aldridge, V. Bartow, C. Burg, R. Dabier, F. James, J. L. LaCasse,

J. W. Mitchell, A. S. Moorehead, J. W. McIntyre, G. E. Nelson, J. Nichols, W. C. Preston,

E. E. Phillips, T. B. Shannon, A. D. Shepherd, B. L. Sirokman, R. R. Smith, B. Smith, J. D. Griner, G. L. Drummond, L. A. Everett, E. N. Felstet, L. L. Harney, I. C. Hamilton, W. N. Stanley,

P. W. Gillis, L. Kinas, R. E. Pratt, H. E. Rollison, M. Triplett, J. G. Gilbert, H. E. Behnke, A. Carey, D. Griffith, A. Kennedy, O. E. Norris, W. Stanton, J. Thorp, Russell Montgomery, Dick Harlson, Herman Hashagen, Al Bechtold, Harlan Chism, Tom Berlin, Oscar Staples, Dave Tenny, Jr., T. L. Barnson,

Chester Menacher, S. McCormick, R. C. Oney, R. R. Rodgers, D. L. Reed, J. M. Roth, C. Ridling, F. B. Withers, H. F. Headrick, J. H. Land-graff, W. C. Preston,

R. H. Ross, B. A. Waters, C. Baker, T. R. Bradley, E. L. Collins, D. Gustafson, L. N. Kent

CREDIT UNIONS MEETING

NOVEMBER
(all meetings 8 p.m.)

Santa Rosa, Vet's Bldg.
1351 Bennett Ave.

District 5

Fresno, Nov. 11
Eng. Bldg.
3121 East Olive St.

Oldest Labor Contract?

The U.S. Labor Department is looking for the oldest collective bargaining agreement in existence; so far the oldest one found is dated March 25, 1891, between the Molders and the Manufacturers' Industrial Relations Association.

Capitol City News

State Contractors Eye Calendar, Weather

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

SACRAMENTO — California's capitol city is alive with construction activity, and our low bid-of-work list proves it. Apparently, contractors have one eye on the calendar and the other on work progress. Soon Winter will curtail progress and we'll be into another calendar.

Hydraulic Dredge Co. is cleaning up its American River project while A. Teichert and Sons has the drainage canal off Mace Rd. nearly completed. The company, however, has many other jobs scattered throughout the area.

Granite Construction Co. is laying its pipeline in Woodland while Nielsen-Nichols is starting its building job at Davis.

Madison Sand and Gravel is working two shifts at the plant at Madison; Woodland Mill's grain elevators at Knight's Landing are nearly completed. Granite-Moseman is nearly finished on its approaches to the W-X bridge. Wendt is clearing in several areas and Voudouris and Hulse has started the levee setback job.

Fredrickson and Watson and Granite Construction companies have completed the dirt portion of the new County Metropolitan Airport and are preparing the subgrade. Granite will handle the base rock, and has subbed the crusher run base to Heavy Construction Co. Arden Sand and Gravel is furnishing the rock which has been stockpiled all year. Brother Billy Burns, operating a Michigan dozer, is feeding a hungry Kolman loader.

Fredrickson and Watson started the dirt haul for the freeway job from El Centro Road to Elkhorn Ferry. At the company's nearby borrow pit operators are loading a fleet of bottom dump trucks with a Sierra loader, pulled by a Cat.

The new Sunset Industrial formica plant, between Roseville and Lincoln, is progressing rapidly under the construction of Stolte, Inc. Other companies are equally busy with their jobs. George Lund is putting in pipeline; Graystone Construction is working on the disposal plant; A. Teichert and Sons has a crew busy on the road connecting the plant with Sunset City at Rocklin, and Robert Delzer has started the pipeline job.

Over at Sunset City things have slowed down. William Long has several rigs working, and Heavy Construction is doing some paving.

SACRAMENTO AREA

In Sacramento there are several Brothers working on freeway jobs. Ball and Olson are having quite a time with 14 feet trucks, traveling on Interstate 80, trying to get under the 13'6" overpass! They get their falsework up and a truck knocks it down. On the Elvas Freeway job they have mounted a Austin-Western Crane on a traveling crane to build the bridge over the American River.

Peter Kiewit & Sons is sharpening its pencil in bidding the connecting freeway which will join the W-X St. and 29-30th St. freeways.

The company is working furiously to finish the concrete portion of the big 29-30th freeway;

Brighton Sand and Gravel is polishing slopes and widening streets under the freeway.

Kaiser Steel and Fruin-Colnon is still working its portion of the W-X freeway crossing the Sacramento River with crews of Operating Engineers providing the fine coordination needed.

INDUSTRIAL

A three-year contract has been negotiated with Rhea Tractor Co., which employs about seven Brothers the year 'round.

The Brothers who are employed by the International Harvester Co. in Sacramento are extremely busy fulfilling the customers' demands. If this work load holds out the Brothers will be very busy for some time.

The L. R. Murphy Scales Co. is keeping about 40 of the Brothers very busy. They are building more weight scales than ever before at this time.

The Tenco Tractor Co. has about 120 of the Brothers employed, repairing equipment for Sacramento contractors, and the company has sold many new rigs to customers.

Brick companies in Sacramento have held a steady pace this Summer in meeting contracts.

This has been a good year for

sand and gravel dealers in Sacramento. Most have been on two and three shift operations all year, and this schedule will probably continue until the rainy season.

Associated Metals Co. started moving its plant on North "B" St.

HELL HOLE

We have had a little snow and hail up in the high country. The Hell Hole Dam is rolling again and the crews are working good hours. The concrete crews on the Oxbow Dam and the Interbay Dam have been going rapidly and should finish on time if the weather holds.

Harms has a two-shift operation going at Drum Afterbay. This is a very muddy job as P.G.&E. couldn't stop the water in the stream.

POLLOCK PINES

Bennett Murray, local contractor of Pleasant Valley, recently was awarded a contract for 3.94 miles of road near Bunker Hill.

The bid was for \$480,726.77 with 260 working days to finish the project. It will start from the rest camp, on Gerle Creek, to approximately Deer Creek. In

time this road will cross the lower Hell Hole Dam and connect Highway 50 at Riverton and Highway 40 at Soda Springs.

Bennett bought more equipment. Dean Hokenson was hired as Chief Mechanic.

Granite Construction Co. is still working on a Housing Project at Diamond Springs and in the El Dorado Hills. There are a number of Brothers working long hours.

Joe Vicini Construction Co., from Placerville, added a few more Brothers to his payroll trying to finish up a school and working on jobs in the Ione Area. The company finished the Garden Valley project for Teichert at Georgetown.

Walsh Construction Co. is still making good footage in the White Rock tunnel and should "hole through" in December. The job was close to town, good road subsistence, clean dry house and good safety record. The company has the same crew it started with plus a few more. They also have the Slab Creek Dam job in this area.

Due to the rough country along the American River this job is getting underway, but it has been slow. Lee Roberts is the project manager.

Gates and Fox Co. is working on shaft at Loon Lake, and hope

to complete it before Winter. Amos McCoy is operating a hoist here.

The Sacramento office is holding mail for the following:

M. L. Acklie, Yohalmo Arogon, Frank C. Beams, Richard Benson, Roger Caldwell, D. Carrell, J. K. Carson, James H. Clark, W. C. Cole, George Colson, I. M. Copelin, O. L. Crews, C. W. Dayton, B. Delsman, A. B. Dollings, E. D. Dornan, Vic Esper, T. R. Fields, W. V. Francis, R. J. Glover, W. Goatcher, G. Grosvenor, L. R. Harris, W. Henson, O. S. Hicks, W. J. Huckins, Bill Hunter, C. Jenkins, Bob Jinkerson, J. D. Kanawyer, Ken King, H. R. Knoff, George Kraer, Kenneth A. Lawrence, A. G. Lewis, Oneal Miller, Dave Mitchell, John Arnold Moore, Harold Moore, C. M. Moritz, J. McGuire, A. C. McKnight, Blythe Pierce, Owen Rundell, Arthur Sanders, Cecil Schrader, W. Selleck, J. M. Sellon, George Shea, H. Shuker, Jr., F. J. Soboski, U. G. Sorenson, R. E. Swartz, Wayne Walker, Charles Webb, G. Wilson, Earl H. Whitaker.

Fact Sheet Offered Free Explaining Medicare

The Union Labor Life Insurance Co. has just published a new fact sheet explaining provisions of Medicare and the latest changes in Social Security.

The three-page brochure, in red, white and blue is free on request. Write: Union Labor Life Insurance Co., 850 Third Ave. New York, N.Y. 10022. Ask for "Your New Medicare and Social Security Fact Sheet."

It isn't the people who tell all they know that cause most of the trouble in this world, it's the ones who tell more.

Several Freeway Contracts in Stockton

By WALTER M. TALBOT, AL McNAMARA and GLENN DOBYNS

STOCKTON — The California Aqueduct and West Side Freeway continue to be the prime jobs for the members of this district. At this time, most of these projects are in Stanislaus County with the dispatching being handled by the Modesto Office.

On the California Aqueduct, which is the largest of the two projects in terms of engineers employed, we have two contracts that are entirely within this district's jurisdiction and two others which extend into Oakland's jurisdiction to the north and Fresno's on the south.

Of the four contracts, Western Contracting Corp. of Sioux City, Iowa, has three totaling 45 miles of aqueduct, and Wunderlich Co. of Palo Alto has one contract of 18.5 miles of new canal. Western has L. B. Hughes and Son subbing structure excavation; Rush Construction Co. making aggregate; Rogers Materials Co. batching concrete and on aggregates; Lew Jones Construction on structure construction, and H. O. Rutherford on slides.

Sub-contractors on the Wunderlich Co. project are Rogers concrete, Wentz Construction Materials, batching structure and Dan Caputo on structure construction.

At this time four contracts have been let in this district by the California State Division of Highways for construction of the West Side Freeway and Tracy By-Pass.

The four contracts were awarded to McNamara Corp., Peter Kiewit Sons, Fredrickson-Watson and Lew Jones Construc-

tion and the latest to Gallagher & Burke & Stolte.

The McNamara job, the first let, is now on the paving stages with Vickrey & Duback completing the C.T.B. and starting to pour concrete on prepared base. Stanfield & Moody, of Tracy, has the plant mix and curb and gutter work on the McNamara job.

The second contract was awarded to Peter Kiewit Sons. The largest portion of the contract lies in Merced County with another part extending into southern Stanislaus County. However, due to the unequal division by the two counties, the Fresno office is handling the dispatching for Peter Kiewit's West Side Freeway.

The third contract went to Fredrickson-Watson and Lew Jones Construction. Presently the only activity on this job is structure preparation work that is being done by Lew Jones Construction.

Apparently, Fredrickson-Watson have all their equipment busy on other projects scattered throughout Northern California as they have subcontracted all the excavation and grading work to A. A. Baxter Corp. of El Cajon.

The Baxter Corp. plan on bringing some Cat 666 scrapers before this article reaches print, as their schedule calls for a July, 1966, completion on the contract which exceeds \$2 million.

The fourth and last contract let to date, although several more contracts are forthcoming to complete the West Side Freeway through this district, was awarded to the joint venture of Gallagher & Burke and Stolte, Inc., of Oakland for \$4 million plus. This project is about 5.3 miles in length and will connect

Highway 50 and the McNamara job mentioned earlier.

A portion of the project will be in Alameda County, however the greater sections in San Joaquin County. Although a pre-job conference has not yet been held, it is a practical prediction to state that the job will be serviced and engineers dispatched through the Stockton office.

The construction of both aqueduct and freeway structures, bridges, siphons and overcrossings will require other contracts to be let by the state and county to provide better access to these structures.

A prime example of this is the extension of Highway 132, where it intersects with Highway 33, westerly approximately six miles where Service Construction and A. Teichert and Son have contracts to complete the new access of 132 to the freeway.

Fontana Steel of Fontana has a separate contract to construct a bridge over the new aqueduct south of Blewett Road in the Vernalis area. This is another indication of more contracts to come, as presently there are no improved roads leading to or from the new bridge.

Claude Wood Co. was low bidder at \$176,000 on 2.2 miles of grading and installing drainage facilities on Blue Lakes Road in Alpine County. However, the weather at the higher elevations has turned unusually cold for this time of year, which causes some doubt as to any work being performed on this job this season.

American Paving Co. of Fresno was low bidder at \$119,000 to the State Division of Highways for a truck climbing lane to be constructed by grading and paving with asphalt concrete on Route 26 west of San Andreas.

The Red Lake grade job that was to be let this month has been postponed to a later date. This job is also in Alpine County with no chance of any start before June of next year.

All the other jobs that have been reported throughout the district in past issues of the newspaper are progressing on schedule with very little change in personnel. Many small and miscellaneous type jobs are being let weekly causing our out-of-work list, in most cases, to remain low.

The Modesto office is holding retro-active pay checks for the following Brothers: William B. Allen, Leonard N. Andreason, Charles Antrobus, Melvin Armstrong, Donald E. Bateman, Melvin A. Bateman, Glenn P. Baum, Ellsworth Bellinger, Bobby D. Brinkman, Odell Campbell, Carl D. Connally, William F. Crowder, John F. Davis, Farrell D. Dobbs, James R. Durkee, Gene Estep, Roy J. Henderson, Howard D. Hilton, Charles D. Hoagland, Royal B. Johns, Fred L. Jury, Harold R. Keener, Bud Lancaster.

Merle F. Laughlin, James E. Lemmons, Arnold J. Loftis, Albert McKinney, Bob T. Mangum, Frank R. Mendes, Jr., Calvin A. Manefee, Harold Noyes, Ace Park, Barney L. Pearson, Douglas Peden, Wendell F. Phillips, Vincent Ramirez, Stanley Rue, Leslie G. Sartin, Donald C. Telford, Roger C. Thompson, Merle G. Thornburg, Harold Vain, Jesse W. Wayne, Lester J. Wright and Henry J. Helms.

ENGINEERS NEWS

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\$22 Million 101 Freeway Project Slated

By RUSS SWANSON, WHIT WHITAKER

SANTA ROSA — A dangerous 24 mile section of Highway 101 north of Cummings in Mendocino County is slated for a \$22 million operation, according to a California State Division of Highways Engineer.

The major surgery will by-pass an impossible section of the famed Redwood Highway where this year nine persons have been killed.

Last Winter's disastrous floods created further havoc and accelerated the program, which had been lying dormant on shelves in Sacramento for a long time.

And so, this is another story (in the long line of others) where prompt action and available funds could have averted tragedies.

All details of this project are not available to date, however, the project should start next year.

California Governor Edmund (Pat) Brown, keynote speaker at the annual Redwood Empire Association conclave, sounded another note of optimism for the Redwood Empire when he suggested a 'scenic, recreation-serving 'Redwood Road' from the Oregon Border to Monterey."

He said it would represent "a new age of opportunity and environment" and he "envisioned a truly national undertaking" to make the route a reality.

The Governor explained it is not his intention to "lay a ribbon of concrete" along the entire route, but would instead use non essential secondary roads, superceded highways, abandoned rights of ways and some new by-ways.

This would allow the "tourist in search of scenic and recreation beauty in the Redwood Empire" to go on unmolested, while freeing the Redwood Highway to handling commercial and free-way travel.

Brown's visionary leadership spearheaded the state's \$1.75 billion water development program in his first term of office during 1954. The program was developed in 1957 and the voters of the state approved the water bonds in 1960 to start development to deliver 4,230,000 acre-feet annually.

All these many projects provide jobs and economic security for Operating Enigneers who must carve out new reservoirs, canals, dams and in many instances, roads and freeways and bridges around new facilities.

WARMS SPRINGS DAM

Even closer to Santa Rosa's home base, only 15 miles northwest of Healdsburg, Warm Springs Dam should finally get started next year.

The dam is sorely needed in the north bay counties area, and will provide further work for Operators near home. It will also provide recreation to the many hundreds of thousands of visitors to this area annually.

There is a two-year completion schedule on this earthfill dam which will cost about \$42 million and create a reservoir of 277,000 acre-feet. The yield is estimated at 90,000 acre-feet annually, and the lake will, approximately, be named "Lake Sonoma."

WORK IN PROGRESS

Gordon Ball finished concrete work on Ukiah by-pass and is in final stages of construction (once opened, and it won't be long, it will prove to be a time saver for those using the highways and not wishing to stop in Ukiah). Herrington is winding up the Bridge and approaches north of Leggett; Syar and Harms is just beginning highway and rip-rap work north of Laytonville with Ben Sandkulla as the project manager; Granite Construction is working a section of Highway 101 work, north of Leggett with "Tap Fausey" controlling the paper work; Earl Parker is at Casper bridge and road job with George White in the saddle. Incidentally, they sure seemed to be plagued with something, first the pile butts shut down the job and presently the steelworkers have decided not to work, which if the stoppage is continued, will shut down the bridge crew and eventually effect the road crew.

M. J. Ruddy is nearly finished the paving and overlay operations in this area, but their plant

still remains in Hopland so it's possible they are anticipating more work; Fredrickson Brothers is also in final stages on road work just north of Santa Rosa with Archie Edmunds as the pusher.

George Slinson started work on a new golf course in Napa; Art Siri is starting work on sub-division and roads at Sea View Ranch located near Stewards Point.

NEGOTIATIONS

Remco Hydraulics Inc. negotiations are completed and a two year agreement was ratified. Remco's plant is located in Willets where they manufacture all kinds of hydraulics including cylinders and even gun barrels, if the order is large enough. Local No. 3 filed with the National Labor Relations Board after hav-

Union Membership Growth

—is seen if "right to work" is repealed. This is Wall Street Journal's view. The paper sees jumps of 34,000 in Texas, 20,000 in Georgia, 3000 in Arkansas.

ing the necessary number of certification cards as required. The election was held a couple of months ago, and the men voted for Local No. 3 as their representative.

PERSONALS

We were sorry to report the accidental death of Milt Ford while he was hunting. He was the co-owner of Ford Gravel Co., located in Ukiah. He left behind a large family of nine children and his passing will never be forgotten neither by his family or his many friends. Our deepest sympathy is extended to his wife and family.

GUILTY CONSCIENCE

Two small boys at a modern art exhibit were staring at a wildly abstract painting. One of the youngsters muttered to the other: "Let's get out of here before they say we did it."

TRUE!

When a woman looks wistful, seductive and pensive, She's probably thinking of something expensive—

17 Million Fish Receive Reprieve

Bureau of Reclamation employees have saved more than 17 million young fish at the Bureau's Tracy Pumping plant.

During August, over 3 million fish were diverted from the pumps into holding ponds at the Tracy Fish Collection Facility by a unique system of louvers resembling venetian blinds.

From the holding ponds they were lifted into tank trucks and carried downstream away from the force of the pumps and released to continue their normal life cycle.

Since the fish screen was installed in 1957, it is estimated that more than 140 million fish have been saved from the pumps through this method.

During 1965 over 13.5 million striped bass; 1.3 million shad; 1.3 million catfish; 330,000 salmon; 300,000 smelt; and 100,000 miscellaneous fish were recovered.

Small Solace

Now, they tell us they have discovered a new cigarette with a filter that also contains a tranquilizer. You may still get lung cancer, but you won't give a darn.

San Jose Notes

New Projects for Area Total \$11 Million

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

SAN JOSE — Over \$11 million in new projects is in the offing in this district which should help many Operators through the Winter.

Jobs in this area this year have been quite steady and the out-of-work list shows voids in certain categories. While this situation exists, we are happy because it means our Brothers are on the job.

New jobs starting are:

The E. A. Hathaway Co., of San Jose, is doing preliminary work on a \$3.2 million contract for a new 93,000 square foot flight simulation laboratory at NASA's Ames Research Center, Moffet Field, in Mountain View.

The new building will include a man-carrying centrifuge and a satellite testing facility as well as an advanced aircraft simulator. Completion date is set for July, 1966.

Freeman Paving Co. and Oscar Holmes, on a joint venture, were low bidders at \$4 million on the Junipero Serra Interchange to move a million yards of earth in addition to erecting nine cement structures and paving.

Sondgroth Bros., working in many areas of the county, has a new contract at \$1,312,757 for the second unit of Foothill Expressway, between Arastradero Road and Riverside Dr. in the north county.

Rudolph & Sletten, Inc., of Mt. View, started construction of a three-floor addition for the Memorex Corporation. This will be the beginning of a \$2,000,000 expansion program for this company.

Work started on installation of 11 miles of 36-inch gas line for P.G.&E. Co. Hood Corporation holds the contract with Cliff Sager supervising the company's

installation from Milpitas to Moffet Field in Mountain View. Completion date is January, 1966, and it is a "hurry up project" at a cost of \$1 million.

Landes Construction Co. has started to build a new theatre in the Moon-lite Shopping Center in Santa Clara. Sondgroth Bros. will do the excavation; Bigge will handle hoisting.

FREEWAY EXTENSION

Bids for extension of De La Cruz, south from Montague Expressway, behind Surrey Lane subdivision, were opened. Low bidder on the construction phase of the job was the Leo F. Piazza Paving Co.

The 132-acre site lies north of Bayshore Freeway, and Northwest of Trimble Road. Major improvements will include extension of De La Cruz to Trimble Road, construction of several new streets within the site, development of storm drainage facilities, sewer and public utilities. At this writing, contract has not been actually awarded, but Piazza's is the most favorable bid.

Petersen Bros., of Campbell, has quite a bit of work going at present in various part of the area. Some of the Brothers are busy on the University of California sub-station job at Santa Cruz, the dirt work on the Almaden Expressway has four or five of the Brothers on their job widening Highway No. 9 in Saratoga.

Also there is another project going at Matthew and De La Cruz, in Santa Clara. With an all union staff, headed by the Petersens, (Brothers Jack and Pete), General Superintendent Brother Floyd Butler, as estimator; Brother Merrill Grim, foreman; Brother Tom Clements,

master mechanic; Brother Jack Hale, and 20 or 25 more Brothers working for the company, it is no wonder that they are not wanting for work; BUY UNION!

SANTA CRUZ

In the Santa Cruz-Watsonville area, the Brothers are enjoying the best construction year ever, and it should continue until the rains show.

The U.C. campus job has most of the buildings out of the ground and on the way up. The road work is all on schedule and in various stages of completion. Granite has most of the iron work on this job.

The new Courthouse still has a "forest of booms" showing. Parrish Bros., of Stockton, is working on the piling; Jasper Construction is prime contractor.

All the Rock Sand & Gravel plants in the area are busy. P. C. A. is building a new plant in Felton to replace the existing one. This will be a welcome addition to the Brothers now employed at the plant.

The new enlarged sewage disposal project in Santa Cruz is stirring a little interest. Granite Construction has an 80D Northwest backhoe with a special bucket mounted with a large hydraulic ram to set the pitch for dumping the "blue gumbo."

Many people who have worked with this type of material have vastly different ideas as to how this type of job should be handled. It will be interesting to note the progress of the job and the length of time to complete it.

Workwise, the situation in the Salinas-Monterey area, also, is "booming."

Among the various projects going at this time, the one that is being pushed the hardest is the \$758,000 outfall sewer job in North Salinas; Granite holds the contract.

Granite also, was low bidder (\$438,000) for an overcrossing at the Fair Grounds in Monterey, site of the future Freeway route, and Lew Jones will also be sharing the workload.

Other contracts awarded this month were a \$39,000 contract for improvements to Alvin Drive, in Salinas; \$254,835 contract for the construction of 0.6 mile of reinforced concrete bridges and approaches and installation of drainage facilities, west of Gilroy. (It is interesting to note that in a recent survey of 400 of the nations top general contractors Granite was 106 in line with \$30.3 million dollars worth of awards.)

The Monterey County Supervisors approved a special permit for the Humble Oil Co. to build a refinery in Moss Landing. We will have more on this project for the next issue of the "NEWS."

Monterey Planning Commission approved the addition to Kaiser Aluminum & Chemical Co. Moss Landing plant, after the company assured the commission they will spend from \$120,000 to \$140,000 for equipment to collect dust. The Health Department announced the application for the building permit could be approved, provided the company conformed with State and County air pollution standards.

Rothschild, Raffin & Weirick started work on the generator foundations buildings for the P.G.&E. in Moss Landing. Completion date is slated for Dec., 1966, at a cost of \$1.5 million more. We will have more information on this job in the next issue.

The Rubbermaid Co., Inc., purchased 38 acres in Salinas for a new housewares and plastic container plant. Actual time for calling for bids for the work have not been set.

MARYSVILLE REPORT

Yuba River Project Back for Seconds

By HAROLD HUSTON, BILL WEEKS, BILL METTZ, and ERNIE SUTTON

MARYSVILLE — Work in the Marysville District has been going at a tremendous pace this past month with all the contractors trying to push ahead of any early rains.

We have dispatched many Journeymen Trainees to various jobs throughout this area and we appreciate the splendid co-operation from everyone. This same cooperation is reflected when apprentices have been dispatched to projects.

YUBA PROJECT HOPEFUL

Directors of Yuba County Water Agency are deciding on major revisions for the Bullards Bar project which engineers say will make the project financially feasible. The revisions imply an ambitious schedule for the agency which is aimed at advertising for bids. Bid opening is November 15, and awarding the project January 15, 1966.

Things which have to be done to meet the schedule are:

1. Complete application for amendment of agency's power license from the Federal Power Commission.
2. Petition State Water Rights Board for changes in points of diversion and other matters and obtain the water rights permit.
3. Terminate the agency's litigation with the Johnson Rancho County Water District.
4. Obtain an agreement on a State Davis-Grunsky recreational facilities grant.
5. Start land acquisition.

The revisions involve deletion of the planned New Bullards Bar powerhouse and conveyance of water directly from New Bullards Bar Dam into the New Colgate Tunnel. The tunnel now will be 26 feet in diameter and supply the two-unit, 282,600 kilowatt Colgate powerhouse.

The Colgate powerhouse will be large enough to replace the previously proposed capacity of New Bullard's Bar, New Colgate and the present Colgate powerhouse, thus generating the same amount of electricity. Pacific Gas & Electric Co. has indicated it will transfer present Colgate facilities to the agency and old Colgate will be closed down when storage of water begins in New Bullards Bar Reservoir.

Lake Francis and Colgate Dam and intake, now owned by P.G.&E., will be transferred to the agency and the agency will then have to assume Pacific Gas & Electric Co.'s obligations to the Browns Valley Irrigation District.

Directors of the Yuba County Water Agency have been informed that plans and specifications for the dams in the agency's Yuba River project have been approved by the State. This assures the basic design of the planned concrete arch dams, although there may be some minor modifications during construction to meet State safety requirements. This approval was a basic step necessary before contractors would be willing to bid on the multi-million dollar project.

POWERHOUSE DELAYED

Completion of the underground powerhouse at Oroville Dam, by McNamara-Fuller Corp., will be delayed about nine

months, according to the State Department of Water Resources. A spokesman said this would tack another \$800,000 to \$2 million to the cost of the \$1.75 billion California water project. The deadline for initial delivery of power will not be met, a 1968 deadline for the delivery of a steady power supply will not be affected. Under the original schedule, the plant would have produced some power in 1967. The State said, however, this would not have been firm power and it would not have drawn top rates.

LEVEE JOB AWARDED

H. Earl Parker, Inc., of Marysville, submitted low bid of \$1,112,235 for bank protection of Sacramento, Feather and Bear rivers in Colusa, Sutter and Yuba Counties. Parker was lowest of three bidders for miscellaneous work including permanent repairs on section of Feather River levee south of Shanghai Bend damaged by high water last December.

The work involves shaping levee banks, levee construction, furnishing and placing stone on levee slopes, levee surfacing for roads and miscellaneous irrigation facility work. In addition, the job includes repairs to Bear River levee near the new bridge at Highway 65 south of Wheatland and levee repairs to west bank of the Sacramento River upstream from Meridan.

Parker was also awarded a \$359,572 contract from the Corps of Engineers on a bank restoration project on the Yuba River. Work will include sloping, cobbling and construction of stone wing dams to prevent recurrence of bank erosion. Work sites are located in a stretch of rice bank from the downstream end of Simpson Lane Bridge upstream eight miles.

SHOPPING CENTER

A San Francisco concern has entered into an agreement with the Marysville Development Co. to purchase the remaining acreage in the Montgomery Ward shopping center site. The sale agreement has been entered into by Telsco, San Francisco developers, and the West Marysville Development Co.

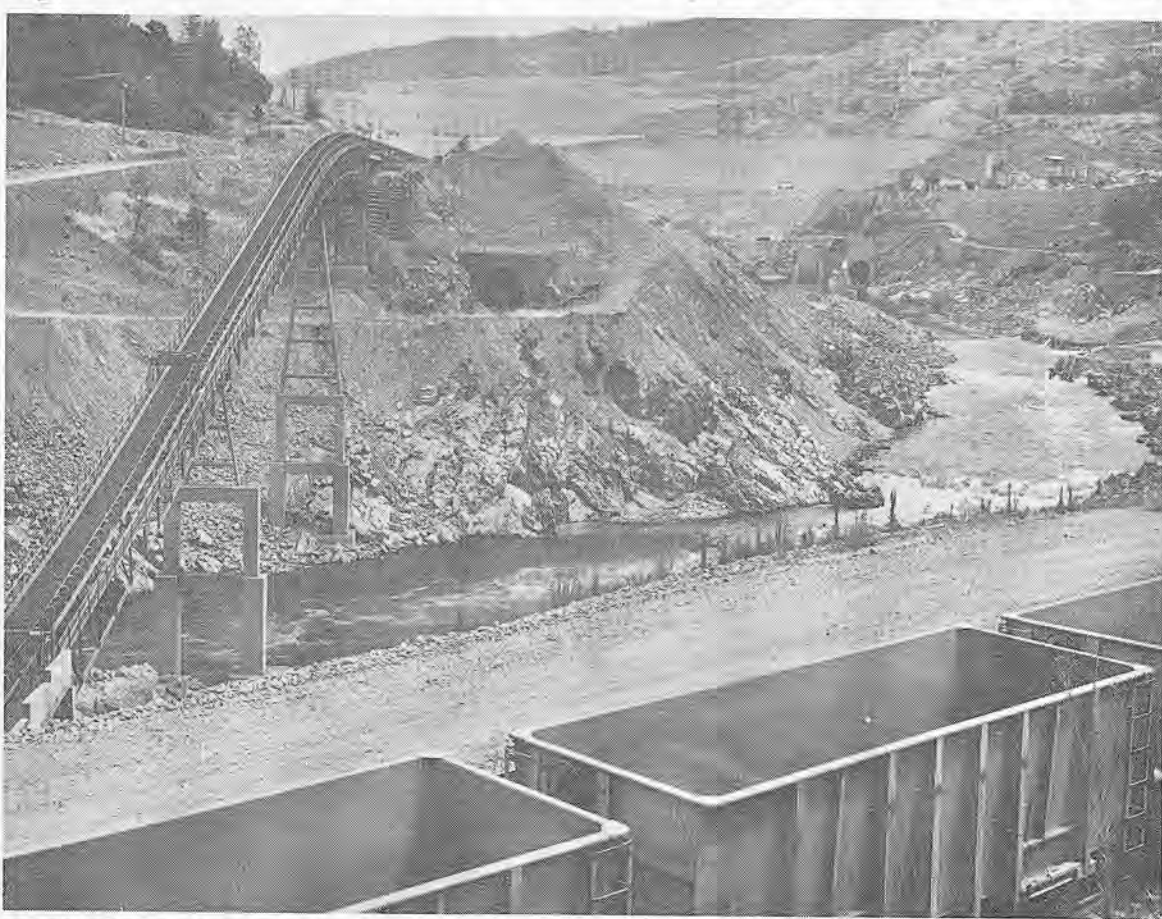
Developers hope to begin work later this year, and expect to have the remainder of the approximately 20-acre shopping center ready for occupancy within a year. The sale includes approximately 12.5 acres adjacent to the seven-acre Montgomery Ward site.

In addition the center is expected to contain a supermarket and various shops. The shopping center is located against the west levee and runs from the Fifth to the 10th Street Bridge. They plan to remodel the old Del Monte building, formerly owned by the California Packing Co., and use it for shops. Ward's new retail outlet is nearing completion and is expected to open for business in November.

The building covers approximately 60,000 square feet. Ward's investment in the new site totals approximately \$1½ million.

CHICO

A. Teichert & Son, Inc., is going ahead on its Mud Creek and Sandy Gulch Flood control proj-



OROVILLE DAM PANORAMA—from car-dumping station, conveyor taking material to stockpile is shown with the dam visible in background. Note diversion tunnels at right center allowing water around dam.

ects; paving 99 E Gohasset to city limits north; several small street jobs and housing projects.

Butte Creek Rock and Baldwin Contracting are finishing up their streets and paving jobs. The Butte Creek Rock plant is working to top capacity, as is A. Teichert & Son plant. Graf-Vickery - Dubach - Wunshell & Small are crowding to get as much done as possible this season.

Baldwin Contracting's College job has a couple of our members on the pile driver. Baldwin Contracting was low bidder on a small job, 99E at Biggs Rd., Oroville. Morrison-Knudsen Co., Inc., was awarded the Thermalito Power Canal for \$5,549,348 by the Department of Water Resources. Also awarded was a contract for \$1,434,990 to Maloney Electric Co. of St. Louis, Mo., to furnish power transformers and sub-station transformers for the Oroville Power Plant. Guy F. Atkinson on their Power Plant operation is moving along at a good rate. They finished the heavy dirt moving Friday, September 17th, and now have the concrete pours which they will make with a pair of Whirleys. Frazier-Davis Construction Co. has a few operators working in finishing up their portion of the underground work at the Main Dam Site. McNamara-Fuller are working both in the underground powerhouse and on the Pen Stocks and having their usual problems. Oro Dam Contractors are plugging away on the Fill and Borrow area and trying to finish Thermalito Dam.

Oro Pacific Contractors have a good start on their Spillway contract with a good crew working on it. Frank Fuller of Jackson has a crew working on clearing snags and debris left by the floods of last winter on the Feather River between south of Oroville and Marysville.

Lord and Bishop Inc.'s bridge job near Gridley is coming along good and they hope to be finished by December.

Peter Kiewit Sons have started the slip-form paver on the Orland-Corning section of freeway

on Highway 99. The batch plant is geared for up to 500 tons per hour. If all goes well the concrete should be down this month.

Fresno Paving has its crushing operation supplying asphalt paving for the Peter Kiewit job. The portable hot plant is on its way from Nevada.

Fredrickson & Watson at Wil-lows are gaining on their section of the freeway with all of the sub grade to be in by October. The paving is not planned until next year. Hess-Brewer are on schedule with the import for their unit of the job with now as the finish date.

A. Teichert & Son, Inc., moved in on the Sacramento levee protection contract which they recently received from the Corp of Engineers. There are 21 sites between Hamilton City and Verona to be repaired.

Northern Crane & Transportation from Williams can be found almost every place throughout the Marysville District with a good crew of "tight-line" operators.

BEALE AIR BASE

Stolte, Inc., added DW 20 operators to finish excavating around the parking apron site.

United Contractors has a long way to go to finish underground utilities.

Bing Construction Co. will be finished with the concrete in October with a job well done on the taxi ways.

Baldwin Contracting Co., Inc., has a crew doing the water mains for the Cape-Hart Housing project.

American Transportation, Inc., is finishing the new water storage tank on the same site.

INDUSTRIAL REPORT

The Hydro Concrete Conduit Co. new plant at Orland is about 80 per cent completed, and should be moving in, in the near future. Good luck to the brothers in their new plant.

Yuba Consolidated Gold Fields is working a three-shift operation seven days a week. The Brothers have had a real

good year as rain does not slow them down at all.

A contract has been reached with the Georges Rental Company at Oroville where seven Brothers are employed. The Company plans to build a new shop in the Sacramento area soon.

It is perhaps one of the best years the Sand and Gravel plants have ever had. They have kept the brothers busier than they have ever been before. If the demands continue it should keep them busy up to the winter.

The Steel shops have kept real good pace throughout the summer filling the customer's requests. The steel shops in Marysville and Yuba City keep a good many of the brothers working year around.

As a convenience to the members who live in the Oroville area, we have had an Oroville number installed at the Marysville office which is: Oroville 534-1858. You may dial us directly from Oroville.

COORDINATOR ASKS

Want to be an Operating Engineer? Golden opportunity for young men between the ages of 18 and 25 with high school education or the equivalent, ambitious and willing to work.

This is your great chance! For further information contact Operating Engineers Union, Local No. 3, Phone 743-7321 or Oroville 534-1858.

MARYSVILLE

Our best wishes for a speedy recovery to the following Brothers who have been ill or hospitalized during the past month:

L. E. Nye, Medical Center Hospital, Oroville; William Leonard, Chico Community Hospital, Chico; John Rankin, Gridley Memorial Hospital, Gridley; Donald Powers, Veterans Hospital, Fort Miley, San Francisco.

Also recuperating this month is Warren Keene, of Gridley.

Our condolences to the family of Farrill (Hap) Weekley, John Baker and Sam Fadel for their recent loss.



Buying New Car, Truck? Try Your Credit Union

When you buy on credit, you pay an extra charge. Whether that extra charge is called "interest," carrying charge or anything else, it raises the price of what you buy. It can keep you from buying other things you need. For example:

• A store sells a refrigerator for \$329.95. On a 24-month contract with a \$10.00 down payment, you can pay the store \$66.00 extra for credit—enough to buy 285 quarts of milk.

• One of the new "compact" cars costs \$2,660.52 with deluxe equipment, sales tax, and license. With a \$460.52 down payment, credit charges on a \$2,200.00 balance on a 36-month contract can cost you over \$400.00—enough to pay cash for a washing machine and dryer.

How much credit costs you depends on the rate of interest and the length of the loan. Both

affect the total cost of credit. The smart shopper gets credit at the lowest possible rate of interest for the shortest possible period of time. Credit costs vary widely, so it is worth your while to shop for credit carefully.

Some commonly quoted credit charges are expressed in true annual interest rates for you in the chart below.

Remember, it's smart to shop for credit. . . . It's even smarter—and cheaper, too!—to pay cash.

WHAT YOU PAY FOR CREDIT

If added to Purchase Price and total repaid in 12 equal monthly payments:

| When They Say | You Pay |
|---------------|---------|
| 4% per year: | 7.3% |
| 6% per year: | 10.9% |
| 8% per year: | 14.5% |
| 10% per year: | 18.0% |
| 12% per year: | 21.5% |

If charged on the Unpaid Balance Per Month True Annual Interest

| | |
|--------------------------|-------|
| ¾ of 1% on unpaid bal. | = 9% |
| 5/6 of 1% on unpaid bal. | = 10% |
| 1% on unpaid bal. | = 12% |
| 1¼% on unpaid bal. | = 15% |
| 1½% on unpaid bal. | = 18% |
| 2½% on unpaid bal. | = 30% |

(Quotation from Governor Brown's office of Consumer Counsel.)

Consumers today are bombarded by appeals to buy on credit. To traditional installment and regular charge account buying are added such innovations as credit cards, bank cards, revolving charge accounts and many other inducements to buy now and use credit to defer payment.

Our high standards of living can be attributed in large part to willingness by business to risk immediate profit in return for long-range gains.

The result may be reduced power to buy other things we need. Know the full price of every purchase you make, including interest. Interest rates vary from store to store. If you use credit—shop for it!

Apprenticeship Program Gains Ground All Over Jurisdiction

The Apprenticeship program is finally off the ground in Nevada. It was slow at first until the news of how our program is operating was circulated. It seems our only problem is finding openings for our apprentices but we feel this will get better within a short time. For the time being, the out of work list is growing.

If any of you young fellows are interested, stop by the local office. We will be glad to give you all the help and information that we can.

In Marysville, our program is moving forward but we need all the help we can get from you Journeymen to teach, train and discipline our Operating Engineers of tomorrow. In three, five or ten years — when many of you will want to step aside and retire — you can feel confident and proud that you will have a good Operating Engineer to take your place. You have worked these many good years to build a good organization and it should continue the same way.

Eureka and Redding has about 75 apprentices working at present. We expect to put many more to work now that the agreement calls for an Apprentice or Journeyman Trainee.

The flood wounds of last De-

cember are beginning to heal. A number of bridges have been replaced and quite a few more are taking shape fast and will be in use shortly.

The apprentices are getting rounded experience going from job to job. Those that have been on short term jobs haven't been out of work long, as the apprentice out of work list has been exhausted from time to time.

Floods Spawned Heavy Workload In Eureka Area

By RAY COOPER and BUD MALLETT

EUREKA — This year's construction activity probably has been the best in a decade or more, and while much of it spawned out of the tragedy of the winter's ravaging flood waters, the work has kept many of the Brother Operators going all year.

With the increased tempo of work there is also a greater safety factor to be concerned with on the job and commuting to the jobs.

Large and small jobs dot the entire Eureka district, and crews are finishing several jobs and being pulled off onto other jobs. Contractors are trying to windup activities before rains wash away jobs.

Fredrickson and Watson is finishing its paving at Klamath and shall be moving out while Granite Construction Co. is doing the same thing at Redwood Creek.

Work in the Gasquet area is still going strong and looks like it will last until the rains run them out.

Over in Hoopa and Weitchpec area, Thomas Construction is still moving rock and dirt. Murphy Steel have moved on the job at Orleans to complete the bridge before it rains.

Baldwin & Warren is still working on the job at Bridgeville. Marlin Tyron and J. Burman & Sons have work left on their job east of Bridgeville. Trico Contractors has the dirt sub from Jack Campbell at the Ruth Dam, and fellows this will be a pretty rough job.

Redwood Empire Aggregate is finishing the black-top on the full "clover-leaf" interchange on Fourth street in Arcata and should be opened to traffic in October. Arthur B. Siri was prime contractor on this job.

Arthur B. Siri was also low bidder for the excavation and grading for the new Junior College which will be named College of the Redwoods. It will be located at Beatrice, just off Highway 101 between Eureka and Fortuna.

Granite Construction has their hot plant going full blast putting the finishing touch to both their Blue Lake Freeway and Redwood Creek jobs.

Wright Schuchart & Harbors' progress on the new Crown Simpson pulp mill is starting to show with buildings and stacks climbing into the air. We have about 40 brothers on this job and expect to have more as it progresses, and the beauty part is, it will go steady right thru the winter.

\$6 Million Freeway At Deeth Progresses

Continued from Page 4—

A \$6 million highway contract is the largest in the area west of Carlin. Nevada Rock and Sand Co. has two jobs; one at Deeth and the other at Emigrant Gap on Highway 80.

Several jobsite conferences of Union and AGC representatives were conducted to determine jurisdiction on several jobs. It was finally concluded that aggregate and concrete suppliers were covered under the Local 3 and AGC agreement, and the jobs are now manned by Brother Operators. The project includes highway construction including grade separations, overhead structures and difficult dirt moving. Cahoon Construction Co., of Idaho, is subcontractor on structures.

A shop contract has been negotiated and signed with Carline Gold Mining Co. It was ratified by the membership and we welcome our new "Brothers."

Stout Construction Co., subcontracting the earthmoving on the Highway 50 job west of Austin, has made good progress in easy material. Teamwork among operators and supervision aided the progress.

Wells Stewart, East of Wells, has had difficulty with moisture and its crusher; however, the operators have gone over the hump on the earth work.

Elsewhere, "unseasonable rains" bogged down operations and the out-of-work list in mid-August was abnormally long. The rains set a record in the state for August.

Industrial Construction Co. cut off its dirt spread at Elko-Mountain City road when it became a sea of mud. However, the company had the foresight to include a "wash cycle" in its crusher operation. It is now the only crusher serving projects along Highway 80.

OCTOBER CAR BUYERS

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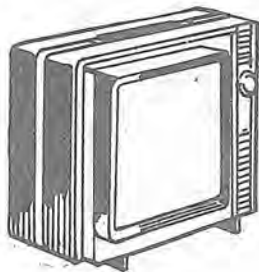
- Contracts written up to 36 months for
- NEW '66 CARS AND TRUCKS
- BOATS AND TRAILERS
- MOBILE HOMES
- HOUSEHOLD APPLIANCES (TV SETS, STEREO-HI FI, WASHER, DRYER, REFRIGERATOR)

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Winter Snows Blowing Early in Utah

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

SALT LAKE — From North to South, Utah has been hit with a deluge of rain, hail and believe it or not, heavy snow in the mountains trailing into the valley, with an aftermath of killing frost. We hope the weather cycle changes so we can enjoy a reprieve from the cold, biting sting of winter, which is far ahead of the "normal season."

Clearing started for Salt Lake's new union office building and hall, which we are sure the members will be proud of when completed. There have been delays because of certain technicalities, but these should be resolved in the near future.

Despite adverse weather work in the Salt Lake area is still good and several contracts are nearing completion. Sumson & Reed has nearly completed grade on the Midvale to Draper Freeway. Underpasses are being excavated at the present time, and if weather permits, this project should be completed in six weeks.

PROPOSED POWER PLANT

Secretary of the Interior Stewart Udall, approved use of Lake Powell water by a proposed giant-sized coal-fired steam generating power plant in South Central Utah's Kane County.

This virtually clears the way for a long sought for, major private power development by a three company combine which talks to about a \$500 million program and the production of about 5 million kilowatts of power.

The proposed thermal plant would be located between Wahweap Creek and Warm Creek, about 15 miles northeast of Glen Canyon Dam. The coal deposits, estimated at 1½ billion tons, are located about 15 miles from the proposed plant site.

The so-called Karparowits Plateau Development is expected to provide 2400 jobs at the coal mines and about 150 at the generating plant. The construction payroll has been estimated at \$95 million. As yet there has been no definite time established for start of construction. Let's hope it is soon, as it will provide many jobs for our brother engineers.

Gibbons & Reed have had quite a time with the access road on 45th South. Adverse weather and difficult ground has delayed this project, but paving is finally in progress and should be completed this month.

Enoch Smith & Sons Co. has made good progress on the pipeline on State Street from 33rd South to Midvale and will be moving through Murray.

Foster-Wheeler has moved in and called for most of the crew at the Phillips 66 Refinery addition for the \$6,500,000 addition to the existing refinery. One lift alone will be 200 tons. The Company plans to ship in a 150-ton American Crane to assist in this operation.

Brother Calvin Withers is the master mechanic and Lewis "Buzz" Peterson, Steward. Western Piling & Sheet piling Co. is driving the pile with a diesel hammer. Paul Brown and Zenos "Shorty" Levorsen are on the 51B pile driver.

In the Vernal area, there are

two new pipeline jobs from Ouray to Bonanza and Sheehan Co. has a crew coming through to Bonanza from Colorado. Sheehan's job is six miles long.

San Francisco Chemical Co. has nearly completed its expansion programs at its Vernal plant and at Keetley, which will nearly double the number of 3D members.

The state has approved a special over-the-road permit for the company to haul large capacity over-length and over-width trucks to railhead facilities at Keetley, Utah. A new agreement with the company was negotiated and ratified earlier this year, which took into consideration haulage and expansion of the San Francisco Chemical Company.

Work at Betchel Corp. in Bingham Canyon, is going well. There is quite a bit of pipeline work to go over the mountain along with dumps at Kennecott. The building construction hasn't started in the plant. Things are about the same at Western Knapp with about 1,100,000 yards of dirt to be moved on the side of the mountain to allow room for the new railroad to come in to the new plant.

Over the mountain at Garfield,

Kaiser Engineering is working steady and will continue to do so for quite some time to come. Also at Garfield Parsons Co. and Riley Stoker Co., are doing a big part in the big expansion program for Kennecott Copper.

SAND AND GRAVEL

Since the previous news article, new contracts have been ratified for Utah Sand & Gravel Company and Concrete Products.

In the Utah Sand & Gravel agreement an improved and much needed Health and Welfare program and four paid holidays were included. Concrete Products received the four paid holidays and 2½ cents more on the Health and Welfare.

The Utah Sand & Gravel and Concrete Products meetings are held the fourth Tuesday of each month.

The next meeting for Kennecott members is November 4.

NORTHEASTERN SECTION

Gibbons & Reed Co., at Gateway, is starting to lay asphalt at the recently completed grade on the south side of the canyon. When the overpass is completed traffic will be diverted to the north side. This job has been difficult because of the traffic and limited space for the new construction. They have been able to keep the traffic moving and have done a fine job, much to the credit of Brother Shirley Craig who is the superintendent, along with a fine crew of operators.

\$300,000 Ullitas Flood Control

By AARON SMITH

VALLEJO — Joe Richards, of Rio Vista, started his \$300,000 Ullitas Flood Control job at Vacaville, and intends to start a double shift in the very near future. Syar and Harms Co. has seven bridges to construct for the Ullitas Flood Control at the cost of \$166,328. A Tiechert and Sons Co. also has a bridge to build at the cost of \$136,537.

Elmer Wendt Co. will be starting its phase of the flood control within the next few weeks at the cost of \$500,000.

The Harry Willmoth Construction Co. should be finished with

its part of the flood control by the time the rains come.

Syar and Harms was awarded the road job between Rockville and Fairfield, at a cost of \$125,511.

Williams Construction Co., of Vallejo, was awarded the Columbus Parkway road job between Springs Road and the Benecia Freeway, cost \$374,173.

W. H. Ebert and Spartan Corp. are making good progress on the Fairfield sewer project.

Allstate Equipment Co. is doing the job on Wilson Ave. in Vallejo, at present P.G.&E. has them at a standstill but should be back to work by the time this goes to press.

Ball, Syar & Harms are in the finishing stages of their two freeway jobs at Vacaville on Highway 40.

Parrish Bros., Prodanavich, Inc., and Pomeroy, Inc., are still working on the Vallejo waterfront redevelopment.

Erickson, Phillips and Weisberg are making good progress on the high-level Sears Pt. bridge over Napa River on Highway 37.

Darkenwald, M.K. and Westbrook, on the Benecia-Cordelia Freeway, also are making good progress. Rush Construction Co. still is making the rock for the big hot plant with Industrial Asphalt doing the paving.

The Valley News

Fresno Experiencing Upsurge of Work

By JOE MILLER, STAN BERGMAN, CLAUDE ODOM, RAY PHENEGAR

FRESNO — Work in this district is still going "full blast." During the past month the workload has increased and the district is a hub of activity.

All of the employers are busy in all six counties doing everything from patch work on city streets to the building of the San Luis Dam.

The out of work list at present is practically exhausted. Many engineers are coming from other districts and we are filling the jobs.

As the Fall weather sets in, the mountain jobs will begin to slow down and we expect the out of work list to begin growing by next month. The list should not grow too much until near the end of the year.

Even though we will have a seasonal drop in employment as the year end nears we expect to end the year with the best season ever.

Total membership in the district is still on the increase. We are experiencing a continuous growth due to the work in the area. We would like very much to see this trend continue for years to come.

ATLAS MINERALS

We recently completed a series of negotiation meetings with the Atlas Minerals Corporation, and a new contract was ratified by the members.

We express our appreciation to those employees who attended and participated in the employee meetings. They were most informative and the discussions were constructive and of great help to us.

By the time this paper is out

we expect to have completed negotiations with the C. Jim Quinn Co. of Visalia, Tulare and Porterville.

This firm is in no way related to the Quinn Tractor Company of Fresno, and is primarily a farm equipment dealer.

Negotiations will be underway by the end of September with the Quinn Tractor Company of Fresno. Meetings have been held with the employees and a contract proposal is now being drafted.

The N.L.R.B. has set the election date for the employees of the Miller Ford Tractor Company of Fresno. We expect another win here, and will be in negotiations with this firm early next month.

JOURNEYMAN TRAINEES

We remind all journeyman operators interested in improving their skills or acquiring new skills to register as Journeyman trainee on the out-of-work list. You must do so in order to be dispatched as such. List your regular classifications of work, also.

We are placing trainees as rapidly as we can and appreciate all the support and cooperation that we may receive. This is needed so that the program will be successful and so that it may be implemented with the least amount of problems.

CONVENTION CENTER

Huber, Hunt & Nichols Construction is making good progress on the Fresno Convention Center.

This is a large project and will be a valuable asset to the city when completed.

They are starting to erect the red iron now and Bethlehem Steel Company is performing the work. They have two truck cranes on the project at the present time. The project should take shape rapidly as the steel is erected.

TOLL HOUSE

Good & Burchett has about another month at Toll House before finishing the sub-grade, and expect to have the C.T.B. down before the weather gets too rough.

Clyde Woods Construction Co. has a lot of dirt to move on its project at Wishon Dam.

The weather is beginning to get cold at that altitude and will have a big bearing on how much longer they will be able to work.

VISALIA FREEWAY

The Visalia Freeway project is coming right along. Most of the C.T.B. and base rock has been placed. The black top paving operations should be underway in the next two weeks.

Fresno Paving Co. was the low bidder on the 199 Hiway and expect to start almost immediately.

W. M. Lyles has quite a few projects scattered over a wide area and is keeping quite a number of Operating Engineers busy.

All of the hot plants and rock plants operations in the area are active and busy with the work load improving each week.

LOS BANOS

In the Los Banos area the dams keep growing skyward and the ribbons of concrete canals continue to slowly creep southward.

With the addition of Reach No. 4 and No. 6 of the San Luis Canal (Ball & Granite Venture), the canal work has now crossed

the Kern County Line and has entered Local No. 12.

Beginning at the San Luis Dam site and heading south to the Kern County Line, one is amazed at the sight before his eyes.

He is awed by the tremendous amount of earth being moved in such a short time. He is completely overcome at the size and versatility of the machinery being used to perform this work.

He is filled with amazement at the size and scope of the entire project and by the delicate precision by which the project is being built.

It is truly a sight to behold. If you were in the air looking south, you would see approximately 100 miles of finely engineered and precision built concrete canal worming its way down through the arid section of the valley.

San Luis Dam, at Los Banos, is rising majestically at Los Banos at the head of this huge, beautiful, snake-like ribbon of concrete canal.

All around below the large number of workmen appear as an army of ants, dwarfed by the project being constructed.

In the nearby areas, rock plants, concrete plants, equipment repair shops are sprawled all the way down the valley.

To the west of San Luis Dam, one can see the portal and facilities of the Pacheco Tunnel being built by the Dravo Corp. This project will carry the water through the mountain under Pacheco Pass and to the valley near Gilroy and Hollister on the opposite side.

The entire area will continue to be active and under construction for at least another 3 to 4 years.

Operating Engineers Official Directory of Officers and Business Representatives

Operating Engineers Local No. 3

JURISDICTION: NORTHERN CALIFORNIA,
NORTHERN NEVADA, UTAH
HAWAII AND GUAM

MAIN OFFICE: 474 VALENCIA ST.

SAN FRANCISCO, CALIF. 94101 (Area 415) 431-1568

OFFICERS

AL CLEM, Business Manager(Area 415) 697-6798
PAUL EDGEcombe, President(Area 415) 648-3728
DALE MARR, Vice President(Area 415) 359-5351
W. V. MINAHAN, Rec.-Corr. Sec.(Area 415) 686-5058
A. J. HOPE, Fin. Sec. & Dist. Rep.(Area 415) 967-2942
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1444 Webster St. (Area 415) 893-2120
ED HEARNE, Dist. Rep.782-1342
L. L. LAUX524-4023
GERALD BLAIR538-8677
STAN GARBER782-6188
TOM CARTER682-6382

DISTRICT 3—STOCKTON

2626 N. California (Area 209) 464-7687
WALTER TALBOT, Dist. Rep.477-3210
AL McNAMARA464-0706

MODESTO

1521 K St. (Area 209) 522-0833
GLENN DOBYNS522-7632
JERRY MARTIN477-8843

DISTRICT 4—EUREKA

2806 Broadway (Area 707) 443-7328
RAY COOPER, Dist. Rep.443-1814
HENRY MALLETT442-4770

DISTRICT 5—FRESNO

3121 East Olive (Area 209) 233-3148
JOSEPH MILLER, Dist. Rep.222-8232
STAN BERGMAN673-9650
GENE FORTH924-3098
CLAUDE ODOM722-1405
RAY PHENNEGER584-5462

DISTRICT 6—MARYSVILLE

1010 Eye St. (Area 916) 743-7321
HAROLD HUSTON, Dist. Rep.742-1728
W. R. WEEKS743-2366
BILL METTZ742-9442
ERNIE SUTTON673-2210

DISTRICT 7—REDDING

100 Lake Blvd. (Area 916) 241-0158
TOM ECK, Dist. Rep.243-5279
ED DuBOS243-5746
LOU BARNES243-7645

DISTRICT 8—SACRAMENTO

2525 Stockton Blvd. (Area 916) 457-5795
ERNEST NELSON, Dist. Rep.442-5322
AL DALTON644-2565
CLEM HOOVER428-1458
JERRY ALLGOOD966-2371
ART GAROFALO346-8836

DISTRICT 9—SAN JOSE

760 Emory St. (Area 408) 295-8788
BOB SKIDGEL, Dist. Rep.269-8436
WM. HARLEY DAVIDSON724-5490
LYNN MOORE243-6742
JAMES N. HALL241-6467
DAVE REA, Tech. Eng.243-2663
LAKE AUSTIN426-7865

DISTRICT 10—SANTA ROSA

3913 Mayette (Area 707) 546-2487
RUSSELL SWANSON, Dist. Rep.545-4414
ASTER WHITAKER226-3401

NEVADA

DISTRICT 11—RENO

185 Martin Ave. (Area 702) 329-0236
NORRIS CASEY, Dist. Rep.358-9178
GAIL BISHOP831-0609
JACK BULLARD753-2551
BOB VICKS423-2381

UTAH

DISTRICT 12—SALT LAKE CITY

1956 W. N. Temple (Area 801) 328-4946
HUGH BODAM, Dist. Rep.255-7331
TOM BILLS254-3075
JAY NEELEY571-2656

PROVO

165 West 1st North (Area 801) 373-8237
JOHN THORNTON756-4915
JACK SHORT637-2876
VANCE ABBOTT798-7123

OGDEN

2538 Washington Blvd. (Area 801) 394-1011
M. F. BOWMAN393-8728

HAWAII HONOLULU

2305 S. Beretainia (Area 808) 99-0084
HAROLD LEWIS243-992
BERT NAKANOHilo 66-4886
KEN KAHOOONEIHONOLULU 81-1093
WILFRED BROWNHONOLULU 81-1929

GUAM AGANA

Corn Building - P.O. Box 2521 724-222
J. C. YAMASHITA326-121
TOM SAPP424-254

APPRENTICESHIP

476 Valencia St., San Francisco, Calif. (Area 415) 431-3835
D. O. DEES, Administrator(Area 707) 448-9325
A. A. PENNEBAKER(Area 415) 254-8681
ROGER GRANT (North Bay)(Area 707) 545-8730
L. H. JONES (Oakland)(Area 415) 278-4085
EDWARD J. MIDDLETON
(San Francisco and Peninsula)(Area 408) 253-0662
GLENN MULLOWNEY (Fresno, Stockton)(Area 209) 222-0288
CLIFF MARTIN (Redding and Eureka)(Area 916) 243-4358
JACK McMANUS (Sacramento)(Area 916) 988-4004
ROY SCARBROUGH(Area 209) 369-2963
GUY JONES (Oakland)(Area 415) 525-5055
PETE RAMIREZ(Area 209) 477-2007
JOE REINERT (Marysville)(Area 916) 742-5624

CREDIT UNION

478 Valencia St., San Francisco, Calif. (Area 415) 431-5855
JAMES IVY228-2968

HEALTH & WELFARE-PENSION ADMINISTRATION OFFICE

209 Golden Gate Ave., San Francisco, Calif. (Area 415) 863-3235

Survey Notes

By
DAVE
REA



New Agreement books should be ready shortly, as the printer informs us that they are being printed now.

The new contract, a masterpiece of negotiation by Business Manager Al Clem, is in full effect throughout the 46 northern California jurisdictions, and more new firms are being added by the week.

The new opportunities with these companies mean strengthening our "work scope" and creating additional job opportunities when more jobs are available.

With the Winter months coming on, we wish to issue a word of caution on the highways. The first rains usually bring an upturn in accidents because the roads become slippery and it takes a longer distance to stop. Don't be a casualty.

Test your car's stopping ability at first signs of wet pavement. Make sure your reaction time, tires and brakes are "tuned in" for Winter driving.

While our lecture above has nothing to do with Surveying, we'd like to point it out anyway. You see, we've got to like a lot of you fellows and don't want to read your statistics.

Recently, two surveyors were killed near Fresno, and two seriously injured. During a recent sojourn, we came upon a survey crew which included one Chief of Party and two chainmen. The transit was set up at a control point with two traffic boot, 10 to 12 feet either side of the transit. This constituted a violation of public safety, and can be controlled with clear thinking.

Parents, Students Offered Kit To Help Plan College Expenses

High school students who will need help to go to college need to have financial arrangements made before the spring of their senior year, the AFL-CIO Education Department advises.

In a message aimed at parents of promising students, the AFL-CIO advises: "Many of the larger colleges now offer package deals to entering freshmen. A package deal is a combination of freshman scholarship, a part-time job, and either a college or Federal Student Loan."

To help guide parents and students, the AFL-CIO offers a free College Aid Kit. It advises on choosing a college, lists books on scholarship aid, tells about the Federal Student Loan program. To get the kit, write: Education Dept., AFL-CIO Building, 815 16th St. N.W., Wash. 6, D.C.

HEARTY FACTS

A 15-year old study of more than 10,000 Israelis living in co-operatives showed a much lower rate of heart disease among physically active workers as compared with those in sedentary jobs, the Alameda County Heart Association reports.

Engineers Go Fishing For 15-Ton Roller

By AL HANSEN and JIM JENNINGS

SAN RAFAEL — Vandalism turned a mischievous prank into near tragedy recently at the site of the Grand Ave. bridge project when they dumped a 15-ton roller over the side into the San Rafael canal.

The roller was fished out of the canal by a crane, but a section of the bridge, now under construction, was knocked out. Steel work was damaged and stalled the concrete pour for the bridge railing.

Contractors and dozer operators, while they do not hang out in firehouses, recently doubled as firefighters in Napa and Sonoma Counties.

Merz Brothers, of San Rafael, rounded up 15 Cats from the jobs and dispatched them to the scene. Merz' own jobs were shut-down, and Frank Merz said he wound up no equipment while it was out on the fire picket line. Frank is president of the North Bay Excavating, Grading Contractors Association.

Throughout the Marin-Sonoma district, there are literally hundreds of small jobs going. Coxco is moving dirt again on its job south of Novato. This is more of a land reclamation project than anything else.

There has been a lot of flood control and water conduit installed on the Coxco project, and now the big scrapers are grinding down the hills south and adjacent to highway 101 for the fill in the marshy area of the project. This should be a good job until rains turn the area "soupy."

The McGraw-Hill building, north of Novato is rapidly taking form. A crane has been moved in to handle the tilt-up walls and set the roof forms in place.

Allstate Equipment Co. is doing a fine dirt job on the Hamilton Industrial Park area, adjacent to the freeway north of Hamilton Airforce Base. In the same general area, Luhr-Wendt is still plugging away on the Bal Marin Keyes project. This has been a tedious project. Draglines and scrapers have been in this pit area for several years, bringing up the "blue gumbo," drying it and then spreading it in place.

E. A. Forde recently was awarded a contract at Reed Blvd. improvement in Mill Valley. Total cost: \$24,718.

Soiland Co. is working in Novato on a sewer construction project on Olive Ave.

We are happy to be in new quarters. The new address is 76 Belvedere St. in San Rafael where there's always plenty of free parking and no meter maids to harass parkers. The telephone number is the same (454-3536) and office hours remain the same with evening hours to 7 p.m. on Thursdays.

For the San Rafael Apprentice, classes will be held at College of Marin two nights each week (Monday and Wednesday). Contact your Apprenticeship Coordinator, Roger Grant for further details at the San Rafael office, and do it now!

Future San Mateo Construction May Add Many Millions to Work Projects

By BILL RANEY and MIKE KRAYNICK

SAN MATEO — The foresight of Local 3 Business Manager Al Clem, the officers and Business Representatives has long maintained that development of San Mateo County must progress to handle the rapid growth of the county and peninsula area.

Governmental and private studies and allocation of money for construction of needed facilities are now taking on the proportions of mathematical progressions.

In addition to the Junipero Serra extension that Guy F. Atkinson is working on now in Millbrae (sizeable in itself) they, Atkinson acquired a \$9,667,000 contract to construct eight lanes of freeway and appurtenances from South San Francisco to Daly City.

This will eventually route more traffic down the center of the county bringing an urgent need for main cross thoroughfares to the coast, such as Highway 229 through San Bruno to the coast, and the "absolute must" of San Mateo's 19th Avenue freeway extension to Junipero Serra, Skyline Blvd. and Half Moon Bay.

This will, by future standards, entail hundreds of millions of dollars worth of feeder roads.

Studies of coastal routes for future freeways proposed by the State Division of Highways in the Moss Beach and Half Moon Bay areas being reviewed by the San Mateo County Board of Supervisors.

The plans include improvements and widening of Cabrillo Highway (a \$40 million project over a 19 mile area) between Tunitas Creek and Moss Beach and a route between the San Mateo-Half Moon Bay road and Skyline Blvd. costing \$15 million.

Predicted rapid growth for the coastal area and its consequent traffic increases make early location of these projects necessary, according to engineers that are studying the problem.

Bids on the long awaited improvement of Pillar Point Breakwater at Half Moon Bay were opened on August 19 and construction should start immediately. Peter Kiewit was awarded the contract for \$1,798,150 by the U.S. Army Corp. of Engineers.

The huge job, which was estimated at about \$2 million, will require 196,700 tons of rocks to build the 1,000-foot rubble mound arm, and will require two years to build.

Early this year, an appropriation of \$1 million was secured to cover the first year's work. The balance of the funds needed will hopefully be appropriated at the next session of Congress.

The arm will extend from the north arm of the breakwater south covering the present entrance which now is held responsible for the surge that has cut down effectiveness of the breakwater in times of heavy seas.

The new extension will thus create a "corridor" about 400 feet wide which ships will enter from the south. Extensive tests were made at the site and

Please cut out and save the following schedule for future blood donation drives.

| | |
|-----------------|-------------------------|
| Every Monday | 8:30 A.M. to 12:30 P.M. |
| | 3:00 P.M. to 7:00 P.M. |
| Every Tuesday | 8:30 A.M. to 12:30 P.M. |
| Every Wednesday | 8:30 A.M. to 12:30 P.M. |
| Every Thursday | 3:00 P.M. to 7:00 P.M. |
| Every Friday | 3:00 P.M. to 7:00 P.M. |
| Every Saturday | 8:30 A.M. to 12:30 P.M. |

through construction of a model of the breakwater and emulation of ocean tides exactly the same as occur on the Coastside.

The solution developed by the Army Engineers for Pillar Point, is being hailed as a major breakthrough in knowledge of controlling oceanic action and will be used in future breakwater construction providing it works as well as expected.

The above, more or less official news release brings to mind the predictions of many coastside residents some years ago that the present facility "would never work right." If this correction of the breakwater entrance, built by Granite under supervision of A. O. Tucker some years ago, does work as intended, it can easily cause the city of Princeton to become a major home for fishing fleets as well as a superb yacht harbor. Again the pressure for better and faster highways will become critical.

It is a known fact that Henry Dolger and other builders have acquired thousands of acres of land all along the coast that will be subdivided and tens of thousands more homes are on the drawing boards.

Services and utilities, shopping centers, schools, etc. will of necessity demand building tradesmen by the thousands. The topography of the coastside clearly shows that operating engineers will be a predominate craft in all this construction.

To show only one phase of this trend we quote a portion of a recent article from the "San Jose Mercury."

"The Federal government has launched a campaign to bury those ugly power and telephone lines.

"The campaign includes an 'old carrot' and a 'new stick.'

"The 'stick' is that from now on the Federal Housing Administration (FHA) is going to require developers to put lines underground, unless they can show that this would be too costly.

"FHA isn't anticipating any refusals, but a developer who failed to comply could lose his FHA financing. FHA makes home mortgages more attractive to lenders by insuring repayment of the loans.

"The 'carrot' is that underground lines make a house more attractive, and thus increases its sale value. What's more, FHA will continue to allow the mortgage to be increased to cover the additional value.

"This makes installation of underground lines virtually painless for the developer. FHA has always counted underground utilities as a site improvement for mortgage purposes. That's why one agency official expressed surprise more develop-

ers haven't taken advantage of it."

Operating Engineers can appreciate the additional work for our craft by this one minor part of the overall picture.

Father south we see that Granite Construction Co. recently picked up a sizeable road job in Pescadero.

BOARDMAN SPEAKS

The San Mateo Board of Business Representatives from the Central Labor and Building Trades Councils were fortunate at the last regular meeting in having Brother Al Boardman as a guest speaker.

Brother Boardman is the recently appointed California State Industrial Accident Commissioner. He gave an excellent talk on the ramifications of recent legislation and how it can affect the various craftsmen.

"Blood Bank Day" is Saturday

morning, October 9, at Peninsula Memorial Blood Bank, at the entrance to Peninsula Hospital, off El Camino in North Burlingame a block south of Trousdale Avenue in the Mills Estate area.

Appropriate breakfast will be served by the Business Agents, their wives, and office employees. Come early and don't eat first. We will feed you! Bring the family as their blood is needed, too. Be sure you state you are giving to the Operating Engineer's Blood Bank.

Governor Urges More Jobs in Public Works

Governor Edmund G. Brown has urged the California Congressional delegation to work for passage of S. 1648, the Public Works and Economic Development Act, as a \$160 million boost to the state's economy.

Job Deaths Up

Job accidents killed 726 workers in California last year, a 12 per cent increase, according to the State Dept. of Industrial Relations.

For A Union Tire Deal

see RALPH DE LANCEY

or phone 532-6323 (days)
731-0499 (nights)

This offer good only to Local 3 members.
Bring this ad with you to verify membership.

New and recap tires — auto and trucks

FRIENDLY ROAD SERVICE

B.F. GOODRICH CO.

(FORMERLY COCHRAN & CELLI TIRE CO.)

Goodrich Silvertown

2344 E. 12th Street, in Oakland

Personal Notes

SAN RAFAEL

We received a letter from Brother Bob Bynum in Saigon who says "hello" to the boys. Brother Bill England is headed for the same place.

Our condolences to the family of Brother Bill Buttrey, who was killed in a jeep accident August 29; Also, condolences to the family of Brother B. F. Dugan who passed away on August 29 in Nigeria.

Best wishes for a speedy recovery to following Brothers who are on the sick list: E. L. "Shorty" Thomas and Wayne Scroggins, in the hospital.

It's twin girls for Brother Mason West and wife Rosemary born on September 7. Congratulations!

Also, congratulations to Brother Jerry Cossey and missus on birth of a boy born September 3, and to Brother Sandy Slack and his missus on becoming proud parents of a baby boy born at Marin General Hospital.

REDDING

Our sincere sympathy to the family and many friends of our late Brothers: Joe Cecil and Chester McCarty.

Deep sympathy to the Tom Armstrong family on the loss of their son recently as a result of a lightning accident, and to the George Blaisdale family on the loss of his wife and mother.

We all wish a speedy recovery to the following Brothers: Frank Neil, Lloyd Lang. Blood Donors for the month are: Mrs. Shirley Stockton, Louis Finck and Woodrow Wilson.

EUREKA

The Eureka office personnel wish a speedy recovery to Brother Jack Wilcox, injured in an auto accident this month.

SAN JOSE

PERSONALS:

Our condolences: To the widow and family of Brother Fred Wright Sr., and Brother Art Lowrey, who passed away this month.

Brother Ray Phillips has been hospitalized due to an Industrial Injury, and we trust he is on the way to recovery.

Brother Elmer Triplett has been hospitalized and is convalescing at home.

BLOOD DONORS FOR THE MONTH INCLUDE: Alice Burnett, Robert Lyons, Bob Sandow.

FRESNO

The Fresno office is holding checks for the following: G. Hammerschmidt, R. Borders, E. W. Schott, W. Moody, L. F. Jackson, Paul Hamby, T. W. McCartney, M. Armstrong, J. B. Norris, J. R. Durkee, C. L. McPherson, K. D. Parker.

SACRAMENTO

The Sacramento office offers its sympathies and condolences to the friends and families of the following deceased Brother Engineers:

Andy Babich, Dewaine Hass, Floyd Hicks, J. Reed Moss, Andy Neely and Leo Steele.

Blood donors for the month included: Paul Baer, Bob Baer, Dick Bell, Bud Dalton and Logan Elston. We appreciate this kindness and urge more Brothers and their families to make a blood donation for the Engineers' bank.

NEVADA

The Nevada office sends its sympathy to the family of Brother Orville Denny, who lost their son, Dale. He was killed in an industrial accident when his DW 20, towing a water wagon, flipped over. His father is grade foreman for Industrial Construction Co., Mountain City Road.

SAN MATEO

Business Representative Bill Raney proved he travels in style—both he and LBJ underwent similar operations recently. Bill is recuperating at home now, and perhaps would appreciate a card or telephone call.

UTAH

A speedy recovery to Estes Chipman who is in the Cedar City hospital recovering from a heart attack.

Brothers Lars Palfreyman suffered a crushed foot but is recovering well; Brother Guy Sorenson is recovering from a heart attack.

Brother Guy Sorensen is recovering from a heart attack. Our sincere sympathy to the family of Brother Irving Dalton, who passed away this month.

The Provo Blood Bank is out of blood. Please contact Rickie Bryan in the Provo office if you can donate. Let's try to keep this project going. Remember, it may be you or someone in your family who may need a donation.

STOCKTON

The following Brothers were either hospitalized or under a doctor's care this past month: Dale Sanders, Coy Sanders, W. A. Cornelius, Ed Maland, O'Neal Miller, G. L. Lawley, Joe LeBrun, Leslie J. Allen and A. C. Clark.

OAKLAND

This month the Oakland office has had numerous requests for blood. Unfortunately, the Blood Bank of the Operating Engineers is depleted. It is very disheartening to inform the members or their families that the situation is such and have to deny their requests.

Please make an effort to remedy this situation. Call the Alameda-Contra Costa County Blood Bank, at OLYmpic 4-2924, and make an appointment.

THE SWAP SHOP

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.

POWER DRILL with stand, 1/2 hp. \$60, also '37 Chevy pickup, \$200 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.

ROCK CRUSHER, jaw & roll, dbl. deck, vibrating screen, feeder conveyors, Henry Sand, Jr., 42342 Os-good, 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 674-6457, 29303 Ave. 13 1/2, Madera. Calif. Reg. No. 1058389.

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

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

3 BDR. HOME, 2 bath, family rm., patio, 37' kidney pool, air cond., 3 yrs. old, low down pymt., FHA App. \$23,500. 748 N. Willow, Fresno, Phone 351-8739. Reg. No. 297439.

CHEVY, '53, 1/2 Ton Truck, gd. tires, overloads, 4 sp. box. Motor like new, \$350. W. Blake, 621 5th Ave., San Rafael, phone 454-9294. Reg. No. 293338.

'55 FORD Cab-over truck, ex. cond. \$800. Ralph Murehie, 1023 Riverton Dr., San Carlos, Calif. Phone 591-9058. Reg. No. 0655617.

60 ACRES, Placer Gold Mine, water, cabin, Sierra Co. \$12,000. 1/4 dwn. Phone 922-7670. W. W. Whitman, 3509 Ripley St., Sacramento. Reg. No. 331862.

2 1/2 ACRES, Water & Power avail., Cedar, Pine & Oak trees, \$3,000 per acre. F. N. Scheimer, Box 353, Cedar Ridge, Calif. Phone 273-8760. Reg. No. 500970.

61' CASE CRAWLER, Backhoe/loader, gd. cond. Larry Clonz, 101 Suffolk Ave., San Anselmo, phone 454-6283. Reg. No. 1054952.

63' HOUSE TRAILER, 8x20, shower & propane frig., will trade for lgr. trailer, Craig Lighty, 19150 Hesperian Blvd., Hayward, phone 278-6503. Reg. No. 1014595.

2 BDR., 2 bath, 3 car garage, elec. kitchen, fireplace in family rm., w/w carpet. Sell below FHA \$23,300. Paul Williamson, 2892 Theresa Lane, San Jose. Reg. No. 531667.

DAVIS TRENCHER T78 and Backhoe with Trailer—nearly new. William H. Voith, 1289 Brown Ct., San Leandro. Reg. No. 1192151.

CHAIN SAW, Homelite, completely rebuilt, 28" blade, extra chain; 4" stanley drill; H.D. Model, Bruce W. Gregory, Box 197, French Camp, Calif. Reg. No. 870940.

BELL & HOWELL 16 mm camera, 1" thru 4" Cook Taylor Hobson Lenses. With Editor, tripod, light-meter, projector, \$750. 1856 W. Jefferson, Brownsville, Texas. Reg. No. 888950.

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

'53 INT'L. cattle truck, trailer hitch, gd. tires, dual wheels, \$650. Willis H. Pueblo, 204 Towers Dr., Pacheco, Calif. phone 689-1630. Reg. No. 598691.

'59 DORSETT 15 ft. boat, 35 elec. Evinrude mtr., canvas top & cover. Holsclaw tilt trailer \$850. P. O. Box 548, Oakley, Calif. Phone 625-3470. Reg. No. 899424.

1936 FORD, 4 dr. sedan, 35,786 original miles, five new w.w. tires. Will take \$700. Don Thoms, 5 Sunnyhill Dr., Petaluma, Calif. Phone 762-9238. Reg. No. 1154357.

SLEEPER CAB, fiberglass, sleeps 2 or seat for 4 kids, fits fleetside pickup. Lyle Booth, 5980 W. Olive, Winton, Calif. Phone 358-5466. Reg. No. 990985.

TWO TRENCHERS, 140 Cleveland, 24-inch buckets, 95 Cleveland 12-inch buckets, hydra. conveyor, \$6000 and \$1250 for No. 95 John Bolls, 4035 Cherryland Rd., Stockton, Calif., phone 931-1807. Reg. No. 625842.

ROCK CRUSHER, portable Pioneer, 10x36 jaw, 20x42 rolls, 4x8 three deck screen, Murphy diesel, tilt trailer, Bob Huach, 3338 Page St., Redwood City, Calif. 336-3529. Reg. No. 969663.

FLAT BED Chevy truck, 1948, 4-sp. Brownie, good rubber, \$485. Lloyd Guthrie, 10128 Alhambra St., Cupertino, Calif. 252-1807. Reg. No. 490853.

27' HUNTER, exc. shape, fully equipped. Sacrifice. Nat Huckabee, 336 Robinson St., Martinez, Cal. 228-6963 after 6 p.m. Reg. No. 754144.

TRACTOR, M-F Work Bull 204 with 220 backhoe, loader, tilt bed, 6 buckets, nearly new. T. G. Bracewell, 6453 Moss Lane, Paradise, Cal. 877-7057. Reg. No. 931000.

SKI BOAT, 14-ft. Javlin, 45 hp. Merc. trailer, extras, \$1050. Also, Gibson freezer, chest type, \$200. Bob Larkin, 3267 Baker Dr., Concord, Calif. Phone 685-8364. Reg. No. 354746.

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.

CORNER: Free Want Ads for Engineers

AUSTIN HEALY, marine eng., 4 cyl., 55 hp., nearly new, complete with trans. mounts, ready to install. \$350. Walt Matschkowsky, 1355 Pine St., San Francisco. 885-0197. Reg. No. 1113144.

SCOOP, Ford Ferguson rear lift, reverse "A" frame; 20" blower attach to Ford power takeoff; bearing 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 macho, \$550. 24 x 14 rolls, Traylor, eng. \$650. Wendell Knight, 1459 R. St. Newman, Calif. phone 862-2430. Reg. No. 404029.

REFRIGERATOR, 6 cu. ft. good, \$50. Queen-size posturpedic mattress nearly new, including box spring and frame, \$75. John Jaquysh, Call evenings or weekends, 673-6117 San Francisco, Reg. No. 1022373.

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. 538707.

ENGINE, Packard-Rolls Royce, new, V.12, P.38, \$800. Otto Querner, 1525 Shotwell St., San Francisco. Phone 648-3225. Reg. No. 491005.

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. 640993.

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.

14 FT RUNABOUT, 50 hp Johnson, trailer, deck refinished, with skies, \$650. Also '50 Buick, 4 dr. Super, good shape, new tires, \$150. James E. Webb, 3926 Pestana Way, Livermore, Calif. Reg. No. 962104.

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.

PINK T-BIRD, '61, only 26,000 orig. miles, fully equipped, \$1800. Richard Gray, 2953 Flannery Rd., San Pablo, Calif. Phone 758-4552. Reg. No. 1001693.

MOBIL, 1963 Nashua home, 10x50, 2 bdr., exc. cond. net payoff, \$2734.51, equity \$200. Clinton Gould, 1529 Tanner Rd., Los Banos, Calif. Phone: 826-3573. Reg. No. 951250.

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.

DRAGLINE, Model 2, N.W. Also, Clam, G.M. powered, \$4500. Ted Myers, 129 E. San Mateo, Avenal, Calif., phone 9797. Reg. No. 822697.

A.C. RIPPER CAT, 18 HD, 14 ft. and 12 ft. disc, Carryall 12 or 14 yd. Adams, Model 100, Scotty Collins, 6819 West Ashlan, Fresno, Calif. Phone AM 6-6902. Reg. No. 565-421.

DORSETT boat, 1960, 15 Ft. Also, 35 electric Merc. motor; heavy-duty tilt trailer. John F. Davis, 1215 Cooper Dr., Manteca, Calif., phone TA 3-7090. Reg. No. 758225.

JEEP P.U., '56, 1 ton, 4 wheel dr. 6 cyl. Warner hubs, heater, good tires, \$800. Giuseppe Tomatis, 6245 Dry Creek Rd., Napa, Calif., phone 996-6511. Reg. No. 535795.

LOADER, 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.

EL CAMINO pickup, 1960, 4-sp. box, 370 psi with overload springs, exc. shape, \$1400, original owner, Dick Dorresteyn, 2882 Tara Hills Dr, San Pablo, Cal. 758-0676. Reg. No. 1087-683.

COMPRESSOR, 3 phase, 220-449v. 5 hp, Model TV451 Cochran, like new, \$450. Bill Cullen, 3218 Fitzpatrick Dr., Concord, phone 689-3141. Reg. No. 892450.

LOT, Del Paso Heights, 162 by 200 ft., \$3000. Dick Cooper, 1451 M. ced Ave., Oroville, Calif. Reg. No. 95965.

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.

PATENTED MINING, ground, 15 acres with 1500 ft. river front, \$12,000 or 5-acre parcels, \$4950. Carl Meyers, 1635 Karin Way, Carson City, Nev. 849-0649. Reg. No. 969717.

CAT DW 20, 67c with 456 scraper, good cond. \$12,500. Bob Cooper, 6421 Lupine Crt. Newark, Cal. 793-3239. Reg. No. 811868.

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

'62 MICHIGAN loader, 3-yd. bucket, new caps, \$15,000. See at Granite Quarry, Aromas, Cal. Jack Berr, 375 S. Baywood, San Jose, Cal. R No. 377189.

CAT D2, hydra-dozer, Cat D4, traction loader, with/without Hyster winch, Morris Foss, 21772 Westfield Ave., Hayward, 681-8150. Reg. No. 476995.

'59 SKYLINE mobile home, 10x50, deluxe 3 bdr. \$3500. Bob Baldwin, 561 Moana Lane, Reno, Nev. 323-7496. Reg. No. 1192100.

WANTED TO BUY

ROCK CRUSHER, including screens, conveyors, jaw crusher, rolls, etc. John E. Piper, 1004 Atlantic St., Concord, Calif., phone 685-4633. Reg. No. 693794.

TRUCK CRANE, 5-Ton capacity, George Duralia, 917 Warburton Ave., Santa Clara, Cal. 244-0114, or evenings at 867-1550. Reg. No. 117-4998.

JEEP, older model preferred. Bob McLaughlin, Jr. 543 Sawyer St. San Francisco; phone: 333-9200. Reg. No. 1182200.

JEEP, older model, Bob McLaughlin, Jr., 543 Sawyer Street, San Francisco, phone DE 3-9255. Reg. No. 1182200.

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.

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.



Estuary Dredging Wins O.K.

By ED HEARNE, TINY LAUX, STAN GARBER,
JERRY BLAIR, TOM CARTER

OAKLAND — In many ways this has been an unusual year with far above average rainfall and below average summer temperatures. The work picture is no exception as we seem to have far more big jobs already going and more still to be let than is normal for this time of year.

Work always seems to pick up at the end of the summer but most jobs are usually started by now. We still have several big jobs to be awarded to successful bidders during October and November. If we have a normal open winter most of the Brothers should be able to work.

Port of Oakland recently received approval from the Bay Fill Commission to build a huge new deep water port at what is now known as the 7th Street Mole. Dredging will provide a depth capable of handling the latest classes of ships now being built, some of which draw 50 and even 60 feet of water.

Tailings from the dredging operation will be used to make the dock and dry land storage and handling areas and will extend to the San Francisco County line half way to Yerba Buena Island in the center of the Bay.

The job has started with demolition of the antique buildings and the removal of the old ferry slips.

The reasons given for this job instead of improving the old facilities which lie on both sides of the Oakland Estuary are many. One is that a "natural dam" would be created by the twin tubes between Oakland and Alameda. The top of the tubes are just below the bottom of the present 32 foot ship channel. With the removal of mud to a depth of 50 or 60 feet these would remain as barriers to the passage of new deep-draft cargo ships.

Much of our time this year has been devoted to negotiating new contracts and getting the short-term construction agreements signed.

This is one phase of work that can be the most rewarding. Such as was the case when our negotiating committee received an overwhelming vote of confidence from the members who work in the shops of the East Bay Equipment Dealers Association when they voted to accept the newly negotiated contract that was presented to them.

BIG CONTRACT AWARD

A major bottleneck in traveling from Concord to Mission San Jose Granite Construction Company, and Price and Harris Construction Company bidding as a joint venture, were awarded a low bid contract of \$7,904,262.00 to complete the remaining section of freeway between Cordelia Junction and Sunol.

The section awarded runs from Green Winston's job at Dublin, to south of Sunol and is eight and sent-tenths miles long.

It will be four lanes wide with provisions for expansion to six lanes when traffic warrants. Interchanges will be built at Scott's Corner, Sunol Road, Hacienda and Bernal Avenue. When completed, this section (as well as others under construction by Frederickson and Watson and by Green-Winston) will become a part of Interstate 580.

Oakland was recently invaded by a couple of truck cranes from Sacramento bearing signs on the

ment Dealers and ratified by the members. The agreement affects members at Blakemore Equipment, Peterson Tractor, California Tractor, Hoyt and Buettner, The Rix Company, Santa Fe Equipment, Clark Equipment and Williams and Lane.

Work in the scrap yards has been sporadic. Some yards are working long hours and others fairly slow. Most of the plants were shut down for over a week due to work stoppage by another craft. Fortunately we were able to find work for the men while they were out. They all have returned to their regular jobs.

SOUTHERN ALAMEDA

We have a new and drastic situation in Southern Alameda. Most all jobs are going full blast to beat either time schedules or expected wet weather. However, Lee Stevens road job, 8 miles south of Livermore, has come to a standstill because of no water. They tried unsuccessfully digging pot holes in the creek bed where there small springs, but after the expense of putting half miles of 6-inch pipe, the sump hole ran out of water in a few hours. To haul water would mean an eight-mile ride over narrow winding road.

At the present time, travelling north on Highway 21 between Dublin and Danville, there appears to be a large construction project. From the north end of Green & Winston's freeway job, Frederickson and Watson continues ther freeway job while on is excavation for three housing Three separates contractors are working on these housing projects which makes it difficult to identify where one ends and another begins. The contractors are Rodini & Sons, Oliver De Silva and Frank Moberley Construction Company.

Work in the Rock, Sand and Gravel plants in the Oakland area has been steady. Rhodes and Jamieson, and Kaiser, in Pleasanton, have been working some overtime. Kaiser's Plant in Clayton terminated a few men last week for lack of work.

A new three-year agreement was negotiated with the Equip-

ment Dealers and ratified by the members. The agreement affects members at Blakemore Equipment, Peterson Tractor, California Tractor, Hoyt and Buettner, The Rix Company, Santa Fe Equipment, Clark Equipment and Williams and Lane.

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GOING UP—San Francisco is building toward the sky, and shown in above pictures is evidence. At top Operator Ken White is setting forms in place on south freeway. Below, two guyed derricks, 40 and 70 tons each, are placing red iron on phase 2 of Golden Gateway project.

San Francisco's Buildings Stretch for Outer Space

By BUCK HOPE, WARREN LEMOINE

SAN FRANCISCO—New buildings under construction in San Francisco give the impression that the Golden Gate City is reaching for outer space.

The Wells-Fargo, Cahill and several more buildings in the downtown area with only the steel "skeleton" silhouetted against the clouds will be "dwarfed" by the recent announcement by Bank of America to start a 50-floor building next year.

Apartments in the Cathedral Hill development, the Golden Gateway apartments and shopping mall complex, and smaller apartments dot the City.

Major new work on the Bay Area Rapid Transit project on the San Francisco scene is not expected to start until next year. This may be as late as Summer before all wrangling by city fathers, merchants and community do gooders get together and agree to the routes and facilities planned by BART.

Bethlehem Steel Co. is erecting "red iron" with a guyed derrick at the Golden Gateway project for Perini Corp. This should be a "long-time" job for the Brothers.

Raymond Concrete Pile Co. is finished driving pile at the Gateway project, and within a few days a Linden Crane will be set up for further work.

Manson-General Corp. is wind-

ing up its pile and piers at the Marina Street project; however, work here will continue for several more months, possibly as late as May of next year.

Operators on McGuire-Hestor's 42-inch pipeline on Alameda Blvd. have ben working many hours overtime.

Out in the Marina, M-K Corp. is making head-way on the restoration of the Palace of Fine Arts. The Brothers there report that recently a truck-mounted crane tipped over when the boom stops buckled. This job is slated for another 18 months, and will give San Francisco another tourist attraction. M-K Corp. is finishing its P.G.&E. steam plant addition.

Brother John Collingwood is handling the levers of a 90-ton P&H crane at Cathedral Hill on a high-rise apartment.

Thirty-five Brothers are on Peter Kiewit's payroll on the Junipero Serra freeway job south of San Francisco. The company plans to start paving before the rains hit and it will be another year before all overpasses, underpasses, approaches and realigning of city streets is complete. Guy F. Atkinson Co. has started on its portion of the freeway heading south of Kiewit's job.

We recently heard from Charlie Dees, now in Monrovia, Liberia. We wish him well.

Obituaries

SEPTEMBER, 1965

| Name | City | Init. Date | Date of Death |
|----------------------|-----------------------|------------|---------------|
| Baker, John A. | Oroville, Calif. | 4-3-48 | 8-30-65 |
| Bowden, Raymond | Spokane, Wash. | Unknown | 9-16-65 |
| Cecil, Joe W. | Red Bluff, Calif. | 11-6-54 | 9-4-65 |
| Clark, Elmer E. | Los Banos, Calif. | 9-7-57 | 9-9-65 |
| Dalton, Irving | Ogden, Utah | 10-3-42 | 9-17-65 |
| Deickmiller, August | Broderick, Calif. | 7-19-41 | 9-23-65 |
| Dufficy, Leo M. | San Francisco, Calif. | 6-2-56 | 9-20-65 |
| Dugan, B. F. | Fairfax, Calif. | 8-9-65 | 8-29-65 |
| Ford, Milton K. | Ukiah, Calif. | 6-7-47 | 9-6-65 |
| Gassaway, Ernest | Sacramento, Calif. | 9-12-53 | 8-30-65 |
| Hicks, Floyd B. | Davis, Calif. | 7-12-47 | 9-1-65 |
| Imel, Marion | Placerville, Calif. | 10-7-39 | 9-19-65 |
| Jayne, Dennis | Fresno, Calif. | 9-12-65 | 9-14-65 |
| Johnson, Thomas | Fremont, Calif. | 2-7-42 | 9-26-65 |
| Jorn, George A. | Aptos, Calif. | 7-7-51 | 9-3-65 |
| Kaster, Nathan | Walnut Creek, Calif. | 6-4-61 | 9-22-65 |
| Lowry, Arthur | Santa Clara, Calif. | 8-6-62 | 9-9-65 |
| Murphy, Patrick | Las Vegas, Nev. | 11-6-54 | 9-20-65 |
| Nabors, George | Martinez, Calif. | 7-13-40 | 8-20-65 |
| Patterson, F. G. | Prineville, Ore. | 9-30-61 | 9-4-65 |
| Steffenson, Robert | Fresno, Calif. | 9-12-65 | 9-14-65 |
| Tait, LaVier | Fredonia, Ariz. | 5-7-61 | 9-15-65 |
| Thomas, Robert | Elko, Nev. | 10-4-64 | 9-18-65 |
| Turpin, J. W. | Coulterville, Calif. | 2-3-63 | 9-8-65 |
| Walker, John | Sacramento, Calif. | 4-11-41 | 9-19-65 |
| Weekley, Farrill | Olivehurst, Calif. | 1-9-43 | 9-9-65 |
| Williams, Joseph | Alameda, Calif. | 8-6-55 | 9-20-65 |
| Wright, Fred D., Sr. | San Jose, Calif. | 4-4-36 | 9-15-65 |

INDUSTRIAL ACCIDENTS (0).

Was This Forerunner of Bulldozer?

Antique Equipment Proves Interesting to Readers

Recently, "The News" ran several pictures depicting old-time equipment. This feature was wildly acclaimed by our readers, and we suggested that we would like more pictures of old equipment and job sites.

This month, Honorary Member H. M. Giovanetti, now retired and living in San Jose, sent us a few pictures and the story which follows. We liked both, and thought you would, too.

"In answer to your request for old time pictures, I am enclosing some I took back in 1921 and 1922 which might be of interest.

This project, though small in comparison to today's dirt moving job's, could be called a history making job. It was on this job the "Cat," or tractor, left the farm for a try at construction work, and it was the beginning of a long record in great accomplishments in dirt moving.

The job, Twin Lakes Dam up in Apline County, built for the Western Gas and Electric Co., has long since been absorbed by the P.G.&E. Co.

As you will note in the pictures, the tractors were the Holt machines, built by the Holt Mfg.

Co., of Stockton, which (out of the picture) has been absorbed by the Caterpillar Tractor Co.

As for the steam shovels on that job one and one-fourth yard Bucyrus 30 B's, nothing new except for the upright boilers with extended fire-boxes to handle wood fuel. The wood came from the reservoir clearing behind the dam.

From a shovel standpoint (and I operated all through the project) I can say it was one of those jobs which you run into once in a life time. New equipment, excellent digging and good management!

I am sorry not to be able, at this time, to furnish the names of the Brother Engineers in the picture I took at Echo Pass. Hope somebody can come up with them in the event you use them in the News."

(If you have pictures you would like to submit, make sure you include a short note explaining the job, approximate year, and the equipment. Also, in sending pictures, insert cardboard to keep pictures from being bent or mutilated. All pictures will be returned promptly.)

Check Social Security Office

The Social Security office in San Francisco recently announced it will be open Thursdays until 6:30 p.m. to accommodate workers in the area.

Many persons, both young unmarried and those 65 or older, are urged to visit the office to take advantage of the new health insurance and other provisions of the 1965 amendments to the social security program.

The four major groups of people who should seek information from the social security office are:

1 — Persons 65 or older, not entitled to social security benefits because they are working full time. They should apply now to establish social security benefit rights and qualify for hospital insurance protection, which begins July, 1966. It is emphasized no one can lose by applying for benefits as soon as he reaches 65 (those who retire between 62 and 65 may receive cash benefits but in a permanently reduced amount. They are not eligible for hospital insurance until they reach 65).

2 — Many persons 72 or older are not getting benefits because they (or their husband) had not worked enough under social security to qualify. Under provisions of the new law the amount of covered employment required for most people 72 or older has been reduced, and these persons may be eligible.

3 — Widows 60 or 61 under the old law would have been eligible for widows benefits at age 62. They may now apply for benefits at age 60 if they wish to accept a permanently reduced amount.

4 — Unmarried students 18 to 22, whose benefits have been stopped, and students who receive benefits and are nearing age 18, who plan to continue school. Upon application, monthly benefits can be paid back to January 1965 to unmarried students who were under 22 in Jan-

uary, 1965 and who were dropped from the social security rolls when they reached 18.

The Social Security district office, 303 Golden Gate Avenue, in San Francisco, is open from 4:30 p.m. to 6:30 p.m. every Thursday for the next several months. These evening hours are in addition to the regular 8:30 a.m. to 4:30 p.m. schedule of office hours, Monday through Friday.

The telephone number for questions and information on Social Security is 556-5000.

DISTRICT MEETINGS

ALL START AT 8 P.M.

NOVEMBER

(all meetings, 8 p.m.)

District 3

Stockton, Nov. 2
Engineers' Bldg.
2626 N. California St.

District 9

Watsonville, Nov. 4
Veterans' Bldg.
215 Third St.

District 8

Sacramento, Nov. 9
C.E.L. & T. Bldg.
2525 Stockton Blvd.

District 2

Oakland, Nov. 10
Labor Temple
2315 Valdez St.

DECEMBER

(all meetings 8 p.m.)

District 10

Santa Rosa, Dec. 2
Veteran's Bldg.
1351 Bennett Ave.

District 5

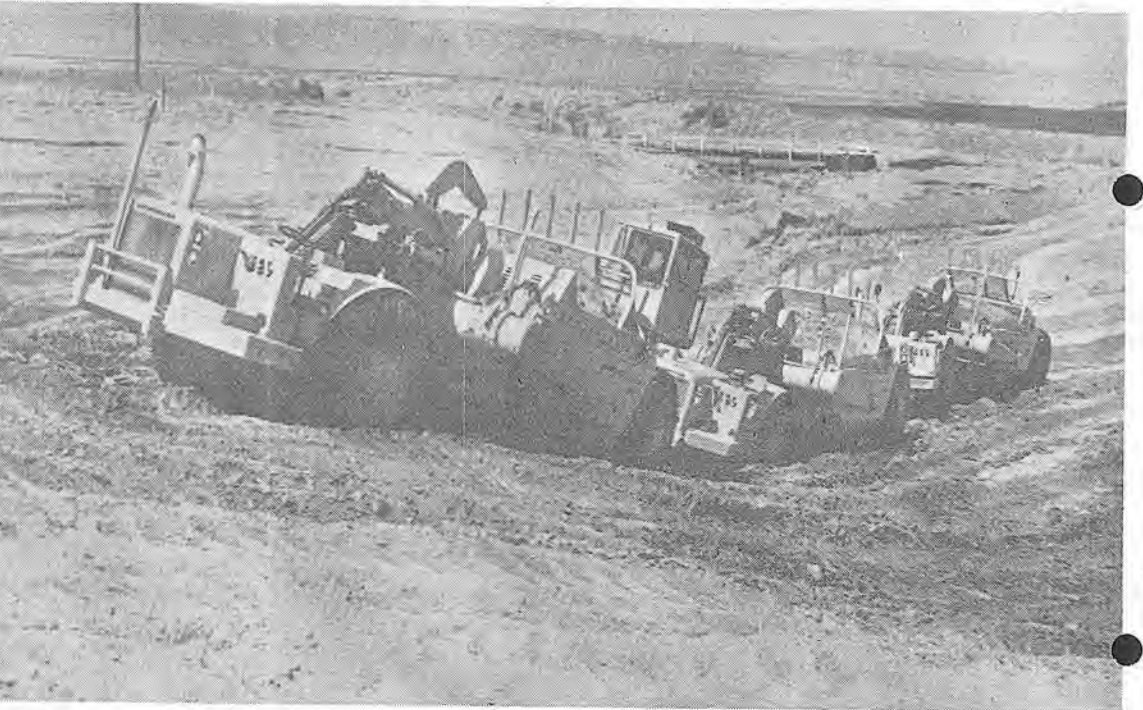
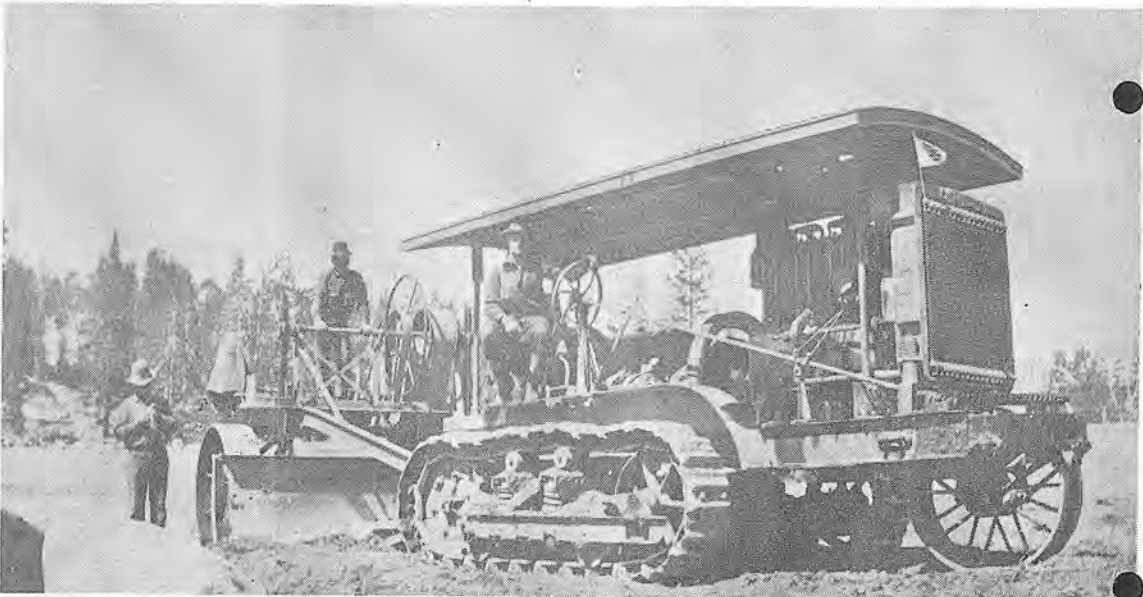
Fresno, Dec. 7
Engineers' Bldg.
3121 E. Olive St.

District 12

Salt Lake City, Dec. 10
Teamsters' Hall
443 S. Sixth St. East

District 11

Reno, Dec. 11
Musicians' Bldg.
124 W. Taylor St.



COMPARE AND CONTRAST—the top three pictures were sent to us by retired Brother H. M. Giovanetti, of San Jose, taken in 1921-22. He says the old Holt Tractor may have been the forerunner to today's bulldozer. We noted the belt-controlled leveller used for spreading in second from top photo, also iron-rim belly-dumps in top photo. If you recognize anyone in third picture, let us know. As to the bottom shot, it's a modern, triple can, air-conditioned cab, one-man "herd" of 657 scrapers for contrast. One tire (there are 12) costs \$8840.