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 Apprentice 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 program, a double apprenticeship "break-through" was brought into being through the support of Gov. Sawyer who views the importance of providing training programs for his state. He said he is anxious to participate in culminating the agreement with labor and management which he believes will help strengthen the economy of the State.

FORWARD OBJECTIVE

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

The program is a carbon copy of California's successful Apprentice Agreement, which was instituted in 1960 by Clem. Clem immediately announced that Danny O. Does would serve a dual role of Administrator of both California and Nevada programs. Red Warren was named Coordinator with offices in Reno and Las Vegas, and Clem's associates, 105 Martin Ave.

Dee reported that to date 269 young men are in the Apprentice program, and 126 have passed their apprenticeship test, and 126 have passed their written test.

HIGH CALIBER MEN

"We are interested in high-caliber young men who are dedicated enough to learn the trade of construction. We want to see the лучших men who are interested in this field," Clem said.

Clem explained to the Nevada governors' meeting, Local 3 long sought to establish a construction apprentice program to train the men necessary to fill the voids of an industry that is driven by a cycle of boom and bust. Apprentices are continually retained at top hands, skilled in the highest degree, to operate their rigs.

The Pacific Coast Manager thanked the governor and his staff for their undivided cooperation in working out the details of the program, and for the recognition given to the skilled workers and the skilled operators in the state.

MANAGEMENT AGREES

Rowland Oakes, manager of the Northern Nevada Chapter of the Associated General Contractors, told the governor that industry, more than anyone else, recognized the need for training the young men to become skilled and proficient in their jobs to meet the challenge of tomorrow's machines.

Others present at the historic signing included: Labor Committee, Rev. H. J. Frisch, Lloyd Jones, Bureau of Apprentices, U. S. Dept. of Labor; Jerry Denison, 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 per year.

2. A total of 105 related classroom instruction in the two six-month periods of 72 hours each over a three-year span. Classroom attendance is required two nightly weekly, each two and one half hours duration, to complete the course and move up for graduation.

3. Apprenticeship agreement shall be paid, based on Group 8 of the Master Agreement.

4. Apprenticeship agreement shall be paid, based on Group 8 of the Master Agreement.

Youngsters of Brother Engineers, in keeping with further information regarding the Nevada Apprentice program, will be contacted to enter the Reno office.

College Named For Stevenson

SANTA CRUZ—Adai J. Stevenson College will be the name of the second residential college of the University of California, Santa Cruz.

This section of the Regents was announced recently by President Clark Kerr and Chancellor Dean K. Hays. The naming was originally suggested by Governor Edmund G. Brown, President of the University.

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

The Senate passed an amendment that certain years of college, should be the "right to work" laws be read as "promoting individual freedom, nor do they promote free collective bargaining."

The senator stated that only one "right to work" state (there are 10) has a fair employment practices law, seventy percent 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.

"Right to work" laws, Kuchel told the businessman, mean just one thing: "low wages and cheap labor." They are "sensuous," he said, and disorderly. They do not promote individual freedom but the average hourly wage manufactured and sales manufacturing was $2.69. In Mississippi, a "right-to-work" state, it was $1.81; in North Carolina, another, it was $1.86; in South Carolina, still another, $1.71.

Kuchel, who serves as Republican whip in the Senate, said the Republican party "authored" the 1964 law 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 10 hours a day in a factory," the senator wrote.

"In my judgment, that is a perversion of freedom."

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 $708 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 cannot 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.
Heavy Negotiations Continue

Despite the fact that we have finished our negotiations on the major contracts, we are still extremely busy negotiating equipment deals, picking up new members of our union, and working on the opening of new offices. We are still busy with negotiations covering new major contracts, and we are working on the implementation of new manning provisions.

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 with the first referral slip to our new office, located at 76 Belvedere Avenue. District Representative Jim Jennings and Al Hansen were also on hand.

Also present at this occasion were Elmo Maggiori, Wilbur Chabot, Bill Ford, Merv Solland, and Frank Berg, who were all serving on the Apprenticeship Committee, in Marin County.

ISLAND NEGOTIATIONS

We are in the process of negotiating an agreement with representatives of Hawaii as for their operations 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 scale scales and working conditions on a par, even with those in Marin County. If we are successful in this venture, I am sure if we continue to work together, as we have in the past, that this goal will ultimately be achieved.

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 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 to complete this job for the unloading of the materials in the bottom floor. We are still awaiting the condition of weather so that we can complete the framing and put the roof on the building.

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 apprentices by Business Manager Al Clem. Clem sent out the following men to jobs in Marin County: Armand Porras, of San Rafael; John Jagoth, Mill Valley; and Fred Solomon, of San Rafael.


ew.jpg

By AL RANSON

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

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

New pavers will be circled around on the formation of an access road at Richardson Bay to dredge Sanitary Canal. The decision was made because the contract has been changed since the final petition, and the boundaries have changed, according to County Public Works Director, Donald R. Frost.

Frost said that of the 300,000 cubic yards of earth and earth of the 2.5 million-dollar dredging project will depend on how soon the district can be formed, engineering completed, and approved by the Army Corps of Engineers. Frost said the project is to be completed by the beginning of the next fiscal year.

The Army Corps of Engineers approved two applications by the Port of Oakland to establish a deep-water 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.
Organizing Campaign in High Gear

It appears that the Local 3 organizing campaign is under a full head of steam. This is reflected in public policy involving agreements with various companies throughout California. In the last few months, the leadership of Local 3 that organizing attempts are bearing fruit. There are a lot of headless organizers 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. With it all in 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 be going well. He is expected to fill all the requests for jobs that are coming our way from the various contracts.

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 paycheck to a creditor. The amount that can be taken from your paycheck varies in different states.

Some employers automatically file a petition in court to have any garnishee put in execution. Others may not.

A worker fired for garnishee 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 has already put a law barring garnishees. 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 $325, and had made four payments of $41 each. The merchandise proved to be so good that 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 $317, 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 is that a garnishee firing on a worker entitled to recover garnishees is a severance. In this case, the situation is what is known as "sewer service." The creditor is supposed to have the income execution or garnishee served directly on the debtor in his hand. This gives him a number of days to arrange to pay it, if he can, before the garnishee then is served on the employer. But often the garnishee is not served to the debtor at all, or may be sent through the mail.

Even when notice is properly served, the marshall may require that the debtor pay up the accumulated arrears before the marshall will consider giving a "letter of abatement" 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 this New York experience. This time the unions are 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 employees. The wide extent of the garnishee problem is shown in a report by the Retail 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 1,500 garnishments. Other cities with records of many garnishments include Washington, D.C., San Francisco and Birmingham.

In some states, Oregon and Illinois, garnishments have led to bankruptcies because of the high amounts creditors have been able to take from pay, unlike the same-what more humane New York rule that only 10 per cent can be taken no matter how many creditors garnishees.
Nevada Road Construction Cost $257,411

By NORRIS CASEY, GAIL BISHOP, JACOB LARK, and HOWARD VICKS

For Completion in U.S. 10, Wells Stewart was awarded a $243,741 contract for work continuous to the present present job, for the road and plan on bringing up their own resistance.

Industrial Construction completed a major part of its contract at Mesquite, an area of 130 miles, to keep the road and plan on carrying out their own resistance. It is a 2.3 mile road and plan on carrying out their own resistance.

Cold weather is biting at the heels of the Men with Hills, Hilltop, and their new cover of the United States this century. The number of workers there is about 300.

R. L. Helms has several jobs and a project out at Kellogg Heights, and a sewer job at the airport with some street work in Carson City.

Stonewall Construction, Inc., is progressing rapidly on the freeway at Lovelock, and is developing their own resistance in the United States.

Two Service Construction Co., on Bally Uplift, Carlin, is about complete with concrete paving at the Fallon NNAS, Brother Vora Wilson is the foreman on the job. Brother Larry Harrison, Joe Aguirre, Rob Wight, Sam Pearson, and Andy Ford are needed in the future.

Many brothers in the Fallon and Reno areas were saddened by the sudden death of Billy Fritz on September 18.

LAKE TAHOE AREA

Dillingham Corporation, of California, will start its dredge in operation at South Tahoe, which should employ 20 brothers during the work.

The dam at South Lake Tahoe is planned by E. J. Goodwin and Company, with their new silt fence affording the discharge line to get started this year. At Tahoe, the largest of the dam 
x

Huge expansions of U.S. 20 from Churchill-Pershing counties to Lovelock, a distance of 114 miles.

An addition to Cozy Canyon Road southeast of Lovelock is in Pershing and Churchill counties.

New to Reno is a German business. F. Peck, set up by C. H. Dixon & Co. at 44 Grand Ave., the 24 3/4 floors, and the remaining 19 will be apartments. The crane will be in operation approximately one year. This is a 10,000 ton crane and includes itself as construction progresses. Brother Harry Smith is in the company.

Partner and Dutton are going along real well on their sewer line going to East Reno, and the job has employed quite a lot of our brothers. Engineers employed on this project are: Brothers Bud Jackson, Lou Treadway, and others. Set up by C. H. Dixon & Co., at 44 Grand Ave., the 24 3/4 floors, and the remaining 19 will be apartments. The crane will be in operation approximately one year. This is a 10,000 ton crane and includes itself as construction progresses. Brother Harry Smith is in the company.

Reno is in the final stages of the job at Anderson, we believe the job is almost finished.

Rapid transit tunnel in the Bay Area is progressing rapidly. The project Manager has made some changes that point toward an organization that will proceed in a workmanlike manner.

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Stonewall Construction, Inc., is progressing rapidly on the freeway at Lovelock, and is developing their own resistance in the United States.
SACRAMENTO — California's freeways is alive with construction activity.

Following several years of heavy grading and cutting, Frieseck and Watson started the dirt haul for the freeway job from El Centro to El Paso. A company nearby, Zephyr, is running a great deal of their own road on the freeway.

The new Sunet Industrial formaica plant, between Roseville and Stockton, is in a steady pace of producing concrete for the freeway.

This is a very muddy job at this time.

The team of Zenko Tractor Co. has about 120 of the brothers employed in the construction of the new Sacramento plant, and the company has sold many new rigs to the brothers.

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Highway 50 and the McNamara job mentioned earlier.

A portion of the project will be in Amador County, however the greater sections in Sierra County. Although a pre-job conference has not yet been held, the company predicts that the job will be well received and engineers dispatched to the project.

The construction of both of these highways is going on with a great deal of activity. In the next few weeks, the operation of machinery will require the observation of these workers to provide better service to these structures.

An example of this is the extension of Highway 123, where Highway 30, approximately six miles away from Service Construction and A. Trench and Son has contracts to complete the new access of 122 to the freeway.

Fontana Steel and Fontana has a separate contract to construct a road over the new aqueduct south of Bakersfield Road in the Vernita area. This is another independence for the Stonead officials to come, as presently there are no improvements on the same course to the new from the bridge.

Claude Wood Co. was low bidder on the work to construct a new levee and a new aqueduct south of Bakersfield Road in the Vernita area. This is another independence for the Stonead officials to come, as presently there are no improvements on the same course to the new from the bridge.

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A dangerous flood season has been declared along the entire route through the Delta because of an extremely heavy snowfall this year. The project should start next year.

Governor Edmund G. Brown, Jr., in his address to the special session of the legislature, pointed out that the Delta is the largest water development program in the nation. The project will provide 60,000,000 acre-feet of water storage and will allow the mining of 3,000,000,000 cu ft of sand for use in construction.

San Joaquin
Over $1 million in new work is listed in the San Joaquin area, 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 very few in certain categories. While this means that more work can be found, it also means that more work is needed in the San Joaquin area.

New jobs starting are:
- R. A. Rathbun Co., San Joaquin, is doing preliminary work on a $3.2 million contract for a new $5,000,000 foot square foot warehouse building for NASA's Ames Research Center.
- Matlaf Field, in Mountain View, is doing preliminary work on a $4.5 million contract for a man-carrying aircraft testing facility as well as an advanced aircraft simulator.
-Completion date is set for July, 1965.

Freeway Extension

Rids for extension of De La Cruz drive, from De La Cruz to the interchange at 16th Street, will be under construction.

Low bids have been awarded for the construction of two new streets in the area, one of which has an estimated cost of $1.5 million and the other of $2.0 million.

Serebrook Bros., in Mountain View, is doing preliminary work on a new contract for a new plant in the area, which should help many operators through the winter.

San Francisco

A new golf course in the area is about to be completed, along with the new golf course in the area, which should help many operators through the winter.

New jobs starting are:
- Pacific Engineering Co., San Francisco, is doing preliminary work on a $3.8 million contract for the construction of a new plant in the area, which should help many operators through the winter.

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MARYSVILLE REPORT

Yuba River "Back for Seconds"

By HAROLD HUSTON, BILL WEEKS, BILL METZ, and DENNIE BOTTEN

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

We have dispatched many stories to the paper offices throughout this area and we appreciate the splendid cooperation from everyone. Team cooperation is reflected when apprentices are being dispatched to all projects.

YUBA PROJECT HOPEFUL

Directors of Yuba County Water Agency are deciding on major revisions for the Yuba River project which engineers say will make the project financially feasible. The revisions imply ambitious schedule for the agency which is aimed atadvertizing for bids. Bid opening is November 15, and awarding the project January 15, 1966. They say this should be done to meet the schedule.

1. Complete application for federal recreational index which is necessary from the Federal Power Commission.

2. Petition State Water Rights Board for changes in points of diversion to accommodate the Yuba and obtain the water rights for it.

3. Terminate the agency's litigation with the City of Marysville and the Yuba County Water District.

4. Obtain an agreement on a State Forest contract.

5. Obtain agreement on State facilities grant.

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 powerhouse, thus generating the same amount of electricity. Pacific Oil Co., which has acquired the project, 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.O.C., will be transferred to the agency and the agency will then take over the Pacific Gas & Electric Co.'s obligation for the Brown Valley Irrigation District.

Directors of the Yuba County Water Agency have been informed by Pacific Oil Co. of major modifications for the dams in the agency's Marysville project which have been approved by the California Power Commission. The changes measure the basic design of the powerhouse and conveyance dams, but there may be some minor modifications during construction to meet the new requirements. This approval was a basic step in the project and contractors would be million-dollar dollar project.

POWERHOUSE DELAYED

Completion of the underground powerhouse at Oroville Dam, by McNamar-Puller Corp., will be delayed about nine months, according to the State Department of Water Resources.

A spokesman said this would cost $32 million to the cost of the $175 billion California water project. This means the deadline for initial dam is October 1, 1968. Construction is expected to begin in time to meet it. The State said, however, that this would not have been firm power plant if it was not have driven top rates.

LEVIE JOB AWARDED

J. Earl Parker, Inc., of Marysville, submitted low bid of $1,122,255 for bank protection of Sacramento, Feather and Bear canals in Colusa and Sutter Counties. Parker was lowest of three bidders for miscellaneous work, which includes permanent repairs on sections of Feather River Levee South of Damaged Bend of high water last December.

The work involves shaping levee banks, levee construction, furnishing and placing stone on levee slopes, levee surfing for roads and miscellaneous irrigation facility work. In addition, the job includes repairs to Bear River Levee near the new bridge at Highway 86 south of Wheatland, and levee repairs to the Sacramento River upstream of the Yuba River.

Parker was also awarded a $292,372 contract from the Corps of Engineers for a navigation project on the Yuba River. Work will include slopping, cobbling and building of shore lines to prevent recurrence of bank erosion. Work sites are located in a stretch of rice bank from the downstream end of Simpson Lake Bridge upstream eight miles.

SHOPPING CENTER

A San Francisco concern has entered into an agreement with the Marysville Development Co. to purchase the remaining portion of the King's Shopping Center. The sale has been entered into by the Colusa County Development Co. and the West Marysville Development Co.

Developers hope to begin work later this year, and expect to have the approximately 20-acre shopping center ready for occupancy within a year. The sale includes approximately 125 acres adjacent to the seven-acre Montgomery Ward shopping center.

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 E. Webb shopping center which is owned by the California Parking Co., which also owns the left-hand parcel for Ward's. Ward's new retail outlet in the area is expected to open for business in March.

The building covers approximately 60,000 square feet, which is almost double the size of the new site totals approximately $16 million.

Oroville Dam Panorama

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

Oroville Dam is perhaps one of the best-managed and most efficient dam projects in the nation. Water is used at high pressure to turn turbines, which generate electricity.

The dam, which is 700 feet high and 3,100 feet wide, was completed in 1968. It has a capacity of 3.5 million acre-feet of water. The dam is operated by the U.S. Army Corps of Engineers.

The dam is a major source of hydroelectric power for Northern California. It provides water for irrigation, recreation, and flood control.

The dam is located in Yuba and Butte counties, California, and is operated by the California Department of Water Resources.

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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 A store sells a refrigerator for $39.95. On a 36-month contract with a $10.00 down payment, you can pay the store $90.00 extra for credit—enough to buy 25 quarts of milk.

b One of the new "compact" cars costs $2,000.00 with delivery, equipment, sales tax, and license. With a $400.00 down payment, credit charges on a $2,000.00 balance on a 36-month contract can cost you over $600.00—enough to pay 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 cheapest 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— to pay cash. WHAT YOU PAY FOR CREDIT? If added to Purchase Price and total repaid in 12 equal monthly payments:

<table>
<thead>
<tr>
<th>When They Pay</th>
<th>You Pay</th>
<th>4% per year</th>
<th>10% per year</th>
<th>15% per year</th>
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<td>0% per year</td>
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<td>12% per year</td>
<td>4.5%</td>
<td>9.0%</td>
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<td>16.0%</td>
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The Valley News

Fresno Experiencing Upsurge of Work

BY JOE MILLER, STAN BERGMAN, RAY FRANKENVALE

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

All of the employers are busy in all of their offices doing various things from patch work on city streets to the building of the San Luis Dam.

The other side of the project is practically exhausted. Many of the employers have moved into districts and we are filling the jobs.

As the Full 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 snow season, we expect the employment to be as good as any year we have seen.

Total membership in the district is definitely on the increase and the work is good.

ATLAS MINERALS

We received a series of negotiations meetings with the Atlas Minerals Corporation, and we are negotiating with the other employers.

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

By the time this paper is out

The next meeting for Kenne-
matic owners is November 4.

NORTHEASTERN SECTION

Gibbons & Reed Co., at Gate-
way, starting to lay asphalt on the recently completed grade on the south side of the canyon. The work is expected to be finished by November 15.

The Bessemer & Appalachian Co., new traffic will be diverted to the north side. This job has been delayed several times, but is finally on time. The work is being done by the most experienced men and limited space for the new construction. The job has been a hard job with industrial borders and have done a fine job, much to the credit of the road. John

SYRACUSE — Work at the Uinta and Grand Concretions are held the fourth Tuesday of each month.

300,000 Uttles Flood Control

By AARON SMITH

VALLEJO — Joe Richarda, of Rio Vista, started his $200,000 Uttles Flood Control Job at Vacaville, and intends to start a double shift in the very near future. Syr and Harns was awarded the road job between Rockville and Fairfield, at a cost of $123,511.

Utles Construction Co., of Vallejo, was awarded the Columbus Parkway road job between the new Benicia Freeway, cost $247,176.

W. H. Herbert and Sorenson Co., have started on the flood control. This is expected to start almost immediately.

Allstate Equipment Co. is doing a good job on the flood control. They have a standstill but should be back to work by this time the job goes to press.

THE VALLEJO NEWS

They are starting to erect the new sewer and Bethlehem Steel Company is forming in 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 an
other month to Toll House before finishing up. They expect to have the C.T.B. down before the weather gets too rough. They are trying to get a lot of dirt to move on its project at Willow 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.

VYALHA FREEWAY

The Vyalha Freeway project is coming right along. Most of the C.T.B. work has been completed. The black top paving operations should be underway in the next two weeks.

Fresno Paving Co. was the low bidder on the C.T.B. work and has completed the project. The C.T.B. has a lot of lot to move on its project at Willow Dam.

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THE VALLEJO NEWS

The Bessemer Freeway project is coming along right. Most of the C.T.B. work has been completed. The black top paving operations should be underway in the next two weeks.

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THE VALLEJO NEWS

In the Los Banos area the dams are keeping up and the rice fields are becoming a source of labor. The area continues to slowly creep southwest.

With the addition of Reach No. 4 and No. 2 of the San Luis Canal (Bull & Ginnea Ventures), the canal work has now crossed the Kern County Line and has entered Local No. 12.

San Luis Dam, at Los Banos, is rising majestically at Los Banos at the head of this large, beautiful, snakelike ribbon of concrete canals, and below the large number of watermen appear as a sea of ants, dwarfed by the immense reservoir.

In the nearby areas, rock plants, concrete plants, equipment, and labor appears to be covering all the way down the valley.

To the west of San Luis Dam, our eyes are drawn to the white patches of the Pacheco Tunnel being constructed. This project will carry the water through the mountains under Pacheco Pass and into 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 8 to 10 years.

SALT LAKE — From North to South, Utah has been hit with a severe snow storm and has had it or, not, heavy snow in the mountains. This means the work will continue. We hope the weather cycle changes so we can enjoy a reasonable season, after which we can look forward to the normal season.

Clearing started for Salt Lake's new union office building and hall, which we are sure the members of the union will be proud of when completed. There have been delays because of some technical difficulties, but there are sure to be completed in the near future.

Despite adverse weather work in the Salt Lake area is still good, and several contracts for the completion of Sumton'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 some technical difficulties, but there are sure to be completed in the near future. Unfortunately, the weather has been extremely cold and heavy snow in the mountains has caused delays.

The proposed railroad will be located between Weber Creek and Warm Creek, about 15 miles northeast of Glen Canyon Dam. The coal deposits, estimated to be 300,000,000 tons, will be located about 15 miles from the proposed power plant.

The so-called Karpovitskaya Plana development is expected to provide about 100,000,000 tons of coal.

The proposed railroad will be located between Weber Creek and Warm Creek, about 15 miles northeast of Glen Canyon Dam. The coal deposits, estimated to be 300,000,000 tons, will be located about 15 miles from the proposed power plant.

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Future San Mateo Construction May Add Millions to Work Projects

By BILL RANETY and MIKE KEATING

SAN MATEO - The foresight of Local 3 Business Manager Al Clom, the officers and Business Stewards has long main­tained that development of San Mateo County must progress to meet the rapidly growing population of the county and peninsula area.

Governmental and private studies have indicated that construction for needed facilities is now taking on the proportions of mathematical pro­gressions.

In addition to the Junipero Serra extension that Guy F. At­kinson is working on in Millbrae (in facilities in it), they are preparing a 9,900 foot contract to construct eight lanes of Driveway from South San Francisco to Daly City.

This will eventually route traffic down the center of the county bringing an urgent need for thoroughfares to the coast, such as High­way 259 through San Bruno to the coast, and the "Double must of" San Mateo's 18th Ave. Freeway extension from Skyline Blvd. to Half Moon Bay.

This will, by future standards, cost 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 area are being reviewed by the San Mateo County Board of Su­pervisors.

The plans include improve­ments and widening of Cabot Highway (a $40 million project over a 10 mile area) between San Mateo and Moss Beach, and a route between the San Mateo-Half Moon Bay Road Skyline Blvd. and Half Moon Bay.

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

Bills on the long awaited im­provement of Pillar Point Break­water at Half Moon Bay were opened on August 19 and con­struction should start immedi­ately. Peter Kierst was awarded the contract for $1,790,150 by the U.S. Army Corps of Engineer­ners.

The huge job, which was esti­mated at about $2 million, will require 465,000 tons of rocks to build. The 1,000-foot rubble mound wall, and will require two years to build.

Early this year, an appropri­ation of $1 million was secured from the federal government for the first year's work. The balance of the funds needed will hopefully be appropriated by the next Congress.

The arm will extend from the north arm of the breakwater into Half Moon Bay, and according to the present en­trance which now is held respon­sible for the surge that has cut down effectiveness of the break­water in times of heavy use. The new extension will thus create a "corridor" about 600 feet wide which ships will enter from the south. Extensive tests were made at the site and

Governor Urges More Jobs in Public Works

Governor Edmund G. Brown has urged the California Cong­ressional delegation to work for passage of S. 1948, the Public Works and Economic Devel­opment Act, as a $10 billion out­lay aum to the state's economy.

Job Deals Up

Job accidents killed 700 work­ers in California last year, a 12 per­cent increase, according to the State Dept. of Industrial Re­lations.

For a Union Tire Deal

see RALPH DE LANCEY

or phone 537-6323 (day) 731-0499 (night)

B. F. GRODDICH CO.
(formerly COCHRAN & CELLI TIRE CO.)

Goodrich Silvertown
2344 E. 12th Street, in Oakland

FRIENDLY ROAD SERVICE
SAN RAFAEL

We received a letter from Brother Bob Bryan in Salton who says "hello" to the boys. Brother Bill England is heading for the valley.

Our condolences to the family of Brother Bill Buttry, who was killed in a jeep accident August 29; Also, condolences to Brother F. B. Dugan who passed away on August 29 in Nigeria. Best wishes for a speedy recovery to Brothers Bob Bryan and John Shorter.

Also, congratulations to Brother Jerry Coney and missus on the birth of a baby boy born at Marin General Hospital.

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

We extend our sympathy to the family of Brother Armstrong on the loss of their son recently as a result of a lightning accident, and to the George Blakefield family on the loss of his wife and mother.

We all wish a speedy recovery to the following Brothers:


EUREKA

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

SACRAMENTO

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

Andy Babich, Desivane Hess, Floyd Hicks, Reed Moss, Andy Virginia. Blood donors for the month included: Paul Baer, Bob Basem, Electrician, and Logan Water. We appreciate this kindness and urge more Brothers and their families to make a blood donation for the Engineers' bank.

The Nevada office sends its sympathy to the family of Brother Orville Denay, 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.

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

Brothers Larry Palfreyman suffered a crushed foot but is recovering well; Brother Guy Sorenson 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 Ritchie Bryan in the Provo office if you can donate. Let's try not to goof this year. 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. Turley, Delbert Miller, G. L. Lawley, Joe LeBrum, 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 Operations Engineers is not big enough to accommodate the demands. It is very disheartening to learn of the members or their families that the situation is such and have to deny their requests.

In 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

EDMORADO Caballero gusset, 50 yds. of 1910 red. Priced at $12.50. Listed $18.50. Also, 5 yds. of 1910 red, 1 yd. of 1910 yellow. Free with this ad.

3000 TIRES. 195-15, white wall. $27.50; 195-15 black wall, $26.50. Call Don Sletten in San Luis Obispo. Tel. 114-1111.

2 BR. HOME, 80x120, Shasta County. Phone, 600-0888.


MORIE HOME, 4 B. C., fully furnished, 100 yd. frontage on River (Morin). 700.00. Address, Montrose, Colo. Tel. 423-2282.

MORIE HOME FOR THE MONTH INCLUDE: Alice Burnett, Robert Lyons, Bob Sandow.

FRESNO


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CORNER: Free Want Ads for Engineers

ADAM REEVES, marine eng., 4-7105. Box, 196, Fullerton, Calif. 92634.

1400 TO 1200 sq. ft. $475.00. 1500 to 2000 sq. ft. $550.00. For sale or rent. P.O. Box 2025, Fullerton, Calif. 92631.

SCOOP, Ford Ferguson rear end, reconditioned, 2nd gear. Priced at $125.00. Address: 1009 Chestnut St., Atascadero, 93422.

ROCK CRUSHER, 3 1/2, Champion, 2" front opening, 1959. Priced at $750.00. Address, Hesperia, Calif. 92345.


ENG. LATHE, 72",吃饱, 1951. Everything well and ready. Priced at $4000.00. Address, Hesperia, Calif. 92345.


ENG. LATHE, 72",吃饱, 1951. Everything well and ready. Priced at $10,000.00. Address, Hesperia, Calif. 92345.

ENG. LATHE, 72",吃饱, 1951. Everything well and ready. Priced at $12,000.00. Address, Hesperia, Calif. 92345.

ENG. LATHE, 72",吃饱, 1951. Everything well and ready. Priced at $15,000.00. Address, Hesperia, Calif. 92345.

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ENG. LATHE, 72",吃饱, 1951. Everything well and ready. Priced at $40,000.00. Address, Hesperia, Calif. 92345.

ENG. LATHE, 72",吃饱, 1951. Everything well and ready. Priced at $60,000.00. Address, Hesperia, Calif. 92345.

ENG. LATHE, 72",吃饱, 1951. Everything well and ready. Priced at $100,000.00. Address, Hesperia, Calif. 92345.
Estuary Dredging Wins O.K.

By ED DEANNE, TINY LAUX, STAN GABER, JERRY BLAIR, TOM CARTER

OAKLAND — In many ways this has been an unusual year in the world of transportation, and below average summer temperatures. The work picture is not as rosy as it seems to have for far more Big Jobs already gone and still more to be let, however this time of year.

Work always seems to pick up at the end of the summer but this year it seems to have started early now. We still have several big jobs to be awarded to successful contractors by the end of October and November. If we have a normal winter, and the majority of the Contractors 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 largest vessels. These structures when complete will extend to the San Francisco County Line and help complete the remaining contract of the 52 foot channel. At the present time, completion of this project, which has been on hold for over a year, will be the next step in the development of the Port of Alameda and the Golden Gateway in the center of the Bay.

The Job has started with demolition of existing buildings and 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 Port of Oakland are many. One is that a "natural" deepwater harbor is found in the twin bays between Oakland and Alameda. The top of the tanks would be the bottom of the present 52 foot channel. With the removal of a road to a depth of 50 or 60 feet, these would remain as barriers to the passage of new deep-draft cargo ships.

Most of our time this year has been taken up negotiating new contracts and getting the short-term construction agreements in shape.

BIG CONTRACT AWARD

This is one of a kind of work that can be the most rewarding. Such a project, the negotiations committee received an award from the Golden Gate Harbor Company bidding as a joint venture, were awarded a few big contracts and got underway to complete the remaining section of the project from the Golden Gate Bridge to San Francisco.

The section awarded goes from Golden Gate Bridge to the city of San Francisco. It includes several major buildings in the downtown area with only the steel "skeleton" being erected and the work to be completed by the Bay Area Rapid Transit project on the San Francisco side. It is expected to start by July 1st.

This may be an ideal size for a "second chance" job in the city. A number of city officials, merchants and communities do good jobs together and this project is one of the first jobs of its kind planned by BART.

The first job is in the City, a project the "red iron" at the Golden Gate Bridge project and the San Francisco Bay work, is a "longtime" job for the Contractors.

The project is to complete the concrete pile Co. is finished driving pile at the Gate- way but within the next few days a Linden Crane will be set up for further work.

Oakland was recently invaded by a couple of truck crane drivers from certain bearing signs on the

town to see precast concrete girders for the Benicia Bridge and to sign a long-term association with this firm that we are happy to see them in town. We have yet to find the man working for them who was improperly cleared to do the job. We can also say the same for most other truck crane rental employers. Welcome to Oakland.

On the list of new companies is another that was recently witnessed an accident that looked as though it couldn't happen without serious injury or loss to someone, but thanks to the quick thinking of our members on the two truck cranes, no one was hurt.

The Big Crank Co. had an 80 ton lift with a 20 ton and 145 ton crane when it appeared that the boom buckled on the small rig. Brother Whitby Kimmorl on the big crane was able to hold the load for just a split second, just enough time for everyone to get clear and for the load to miss going into the seat with Pun. This was operating the 60 ton crane. Pun was braced on his right leg but just had enough to see a check-up. Oiler on the job were Brothers Bill Shackle and Bill Bove. (See picture on page 2.)

It is this sort of occurrence that once again points up the importance of the skilled laborers that belong to the Operating Engineers Local No. 3.

PLANTS AND SHOPS

Work in the Beck, Stagg and Gravel plants in the Oakland area has been steady. Rhodes and James, W. R. Gray and John Plangton, have been working some overtime. Rains Plant in Clayton has been one of the few men last week for work.

A new three-year agreement was negotiated with the Employers, however, not all jobs are going full blast to beat either time schedules or expected wet weather. However, Leo 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 are small springs, and after expenses of putting half a mile of 6-inch pipe, the pump runs out of water in a few hours. To handle water would mean an eight-mile pipe over narrow winding roads.

At the present time, traveling 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 their progress below what is excavation for three housing Three separate contractors are working on three housing projects which makes it difficult to identify who constructed and one another. The contracts are Rodul & Sons, Oliver De Silva and Frank Moberly Construction Co.

San Francisco's Buildings Stretch for Outer Space

By RICK ROONEY

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

The Wells Fargo-Asti and several more buildings in the downtown area with only the steel "skeleton" being erected and the work to be completed by the Bay Area Rapid Transit project on the San Francisco side. It is expected to start by July 1st.

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

"To answer 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 jobs, 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 Alpine 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 (cost 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 EY, 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 lifetime. 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 Bobo Pass. Hope somebody can come up with them in the want 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 9:30 p.m. to accommodate workers in the area.

Many persons, both young unmarried and those 62 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 benefits 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 possible.

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

The Social Security district office, 250 Golden Gate Avenue, in San Francisco, is open from 9:30 a.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.

This telephone number for questions and information on Social Security is 556-8000.

DISTRICT MEETINGS

ALL START AT 8 P.M.

NOVEMBER

(all meetings, 8 p.m.)

District 1

Stockton, Nov 2

Engineers' Bldg.

2309 N. California St.

District 2

Watersville, Nov 4

Veterans' Bldg.

213 Third St.

District 3

Saratoga, Nov 8

C.E.L. & T. Bldg.

2028 El Motor Bldg.

District 4

Oakland, Nov 10

Labor Temple

2135 Valencia St.

DECEMBER

(all meetings 8 p.m.)

District 5

Santa Rosa, Dec 2

Veters' Bldg.

1335 Bennett Ave.

District 6

Fresno, Dec 7

Engineers' Bldg.

3121 E. Olive St.

District 7

Salt Lake City, Dec 10

Tempo Yard

454 S. Sixth St. East

District 8

Benson, Dec 11

Musclemen' Bldg.

214 W. Taylor St.

COMPARISON 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 bell-controlled leveller used for spreading in accord 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.