

ENGINEERS

NEWS

STATIONARY ENGINEERS LOCAL 39



OPERATING ENGINEERS LOCAL 3

637

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151

November, 1964

Safety Council Draws Over 3000 To Chicago Area

Modern, sophisticated earth moving equipment today hauls three times the material than its forerunners of the immediate post-World War II years, according to Robert Nimmo, safety engineer of Peter Kiewit and Sons.

Nimmo spoke to over 3000 labor and management delegates to the National Safety Council meeting in Chicago last week, which we attended.

Nimmo illustrated costs of "lost-time" due to safety hazards and accidents and injury to the operators as being more than triple the costs over 18 years ago.

Because of the capacity of modern equipment, he said, "down time" is the same as losing three pieces of equipment at the same time in by-gone years.

The Associated General Contractors introduced a "Safety Training Course for Construction Supervisors", which was adopted by the Council.

International Union of Operating Engineers President Hunter P. Wharton, a director of the

Apprentice Program Wins Award



LANDSLIDE WINNERS . . . President Lyndon B. Johnson and Vice President elect Hubert H. Humphrey have reason to be happy after receiving the greatest plurality in the history of presidential elections. The Johnson ticket captured 44 states, while Barry Goldwater and Senator William Miller eked out only 16.

Top Citation Names Local 3 Outstanding

Labor and management representatives recently were cited by the U. S. Department of Labor for its joint effort in creating an outstanding Apprenticeship program in Local 3. Morris Skinner, acting regional director of the Labor Department office in San Francisco, presented the Patterson Award to Business Manager Al Clem.

Earlier, in Washington, D.C., Clem had been cited for Local 3's achievement. At a special dinner, Skinner said the program was cited for the following:

1—It is the first committee to fully comply with the government's criteria relating to "impartial and fair selection" through development of an impartial written selection procedure based on "qualification alone."

2—The program includes the apprenticeship fund in the negotiated contracts over the collective bargaining table.

The Local 3 Apprenticeship program is administered by Danny O. Dees and a staff of 11.

It is run by representatives of labor and management in conjunction with the California Apprenticeship Standards and U.S. Department of Labor Bureau of Apprenticeship and Training. It is one of the most copied programs of its kind in the country. Earlier this year, representatives of India and Pakistan observed the Local 3 Apprenticeship program.

Pakistan is training over hundreds of apprentices on the Mangla Dam in Pakistan. Trainees are paid 4 rupees (85 cents) per day and must provide their own room and board. When they become full-fledged operators, they are paid 6 rupees a day (about \$1.33). Jim Dailey, of Local 3, is in charge of the Pakistani Apprentice program.

The Patterson award was created in 1962 to memorialize the late William F. Patterson, who directed the U.S. Labor Department for 21 years. During that time, he organized employer-employee cooperation in apprenticeship in every state.

A team of national labor-management experts in Washington, D.C. made the selections of the best all-around program on a regional basis. Region 12 comprises California, Nevada, Arizona and Hawaii.

Notables at the awards dinner included Master of Ceremony John O'Connell, of Bechtel Corp., Arthur "Buzz" Haskins and Budd Stevenson, representing Engineering and Grading Contractors Association and Associated General Contractors, respectively.

MARR ON BOARD

Local 3 Vice President Dale Marr was seated on the Executive Board of the National Safety Council in Chicago. Marr is the first Labor representative to be seated on the Board of the construction division.

National Safety Council, reported that 50 new Operating Engineer members were accepted by the Council since the previous meeting.

President Wharton called for furtherance of the Operating Engineers interest in a sound labor-management joint venture safety program, and, on behalf of the Council, presented Operating Engineers, Local 150 of Chicago, a safety award.

The Chicago Engineers conducted a tour of the city showing work going there and the hoists, manlifts and tower cranes. Some of the latter were over 300 feet.

The week-long meeting was held at the Conrad Hilton, and we came back with many ideas to distribute to our Brother Engineers.

We also attended the state safety conference in San Francisco, and helped refine the rewriting of the general safety orders for the state of California. Public hearings have been held in San Francisco, Fresno, Sacramento and Los Angeles. The next step is to prepare all the ramifications and put them into the hands of the state board after the first of the year for final review.

The revised orders will place California construction industry at the top nationally, and should result in less man-hours lost due to present-day safety hazards.

Avoid Suspension; Pay Dues on Time

Members who are suspended for non-payment of dues are cautioned it will cost more money to reinstate than to merely pay the back dues.

The new by-laws, adopted by the membership recently, states that a member whose dues are delinquent is suspended as of the 61st day of the quarter if his dues are not paid in full by the 15th day of the third month.

If a member is suspended, it then will be necessary to make application for reinstatement, together with a penalty fee of \$20, plus his back dues.

During this suspension time, the member loses his rights to burial benefits and voting privileges.

So save time, money and unnecessary red tape. Pay your dues promptly and avoid the possibility of suspension.

Data Processing Will be Delayed

There will be a delay in sending out new membership cards and receipts while the automatic data processing machine is being installed to handle this automatically.

Members are requested to be patient. The delay may be as long as three or four weeks. In the meantime, enjoy a happy Thanksgiving Day dinner.

Sen. Kuchel Cites Local 3 In 'Congressional Record'

The Local 3 On-the-Job retraining program held at Camp Roberts from January to April of this year, received recognition in the *Congressional Record*, official transcript of Congress in Washington, D.C.

Sen. Thomas H. Kuchel, Republican Senator from California, read into the *Record* the transcript which follows:

On-the-Job Training: Key to a Better Future

EXTENSION OF REMARKS
of
HON. THOMAS H. KUCHEL
of California

In the Senate of the United States
Saturday, October 3, 1964
Mr. KUCHEL. Mr. President, I ask unanimous consent to have printed in the Appendix of the Record a statement by me concerning on-the-job training.

There being no objection, the statement was ordered to be printed in the RECORD, as follows:

ON-THE-JOB TRAINING: KEY TO A BETTER FUTURE

The management and workers in many States have benefitted from the on-the-job training section, section 204, of the Manpower Development and Training Act of 1962. This law was enacted with overwhelming bipartisan support.

Two dramatic success stories as a result of this act have already occurred in California. As you will recall, the Bureau of Apprenticeship and Training of the Department of Labor is responsible for implementing the on-the-job training section. In December 1962, Mr. Al Clem, business manager of Operating Engineers Local Union No. 3, in San Francisco, requested the Bureau's regional office to assist them in establishing a training program under this section.

In checking the health and welfare records of their industry, the operating engineers had found about one-third of their members were working less than 1,000 hours, or half time during a calendar year. Another one-third of their members were working less than 1,500 hours, or three-quarter time during a calendar year. This was directly attributable to a lack of skills by their journeyman members. It was also found that during periods of peak employment

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DEATH BENEFITS EXPANDED

With the increase in the International Union's death benefit, it is timely to check for any beneficiary change and notify your district office.

The death benefit fund has been expanded and benefits shall be paid to beneficiaries of members in continuous good standing. It, therefore, follows that members should remain in good standing by paying their dues on time. The new schedule of benefits is:

Class 1. Beneficiaries of members in good standing for a period of one year to five years shall receive \$100.

Class II. Beneficiaries of members in good standing from five years to 10 years shall receive \$200.

Class III. Beneficiaries of members in good standing from 10 years to 15 years shall receive \$400.

Class IV. Beneficiaries of members in good standing from 15 years to 20 years shall receive \$500.

Class V. Beneficiaries of members in good standing 20 years or more shall receive \$750.

Memo

from the
Manager's Desk

By AL CLEM

Labor Scores Political Win

Labor scored a tremendous victory in the landslide vote of confidence given President Johnson at the polls this week, and we are happy to have been part of the COPE team to return Mr. Johnson for a full four years of office.

We are saddened, however, by the defeat inflicted upon Pierre Salinger, unsuccessful in his try for a return to the Senate seat he was recently appointed to by Governor Brown, in California. He was a friend of labor, and the Engineers in particular.

In Utah, labor-endorsed candidates made a "near-sweep", and the state has its first Democratic Governor, Calvin Rampton, in 16 years. Other Utah winners are: Senator Frank E. Moss; Congressman David S. King; Secretary of State Clyde Miller and Attorney General Phil Hansen. William Bruhn was defeated in his bid for Congress.

In Nevada, incumbent U. S. Senator Howard W. Cannon faces a possible recount. With all votes tallied, Cannon had a plurality of 115 votes over his Republican opponent.

By the time you receive this issue, many of you will have lost time due to early rains, but, as we have stated many times in the past, this is to be expected in the construction industry.

As we review the letting of the jobs and the proposed work that is anticipated, we feel sure that insofar as Engineers are concerned, we can look forward to years of a heavy work load.

ROCK, SAND, GRAVEL, OKAYED

We have been extremely busy negotiating agreements particularly in the Rock, Sand and Gravel and Scrap industries. As you know, the Rock, Sand and Gravel agreement was ratified quite some time ago, but there were some independents that we had to re-sign to new agreements.

SEND IN SUGGESTIONS

I would like to request any of the Brothers who have suggestions or ideas about changes in AGC or EGCA contracts to contact their Business Representatives and pass their ideas on to them. While the contract does not expire for some time, with the anticipated newer, faster and more complex equipment, the proposal presented to employers will entail many hours of preparation.

During the past month, I have attended the North Eastern States Conference of Engineers. This conference comprises those states on the eastern seaboard, Maine to New York, and as far inland as Pennsylvania. It is always educational to attend these conferences and to listen to the problems of the Engineers in this area. We find these are the same as those of Local 3.

REPORT JURISDICTION INFRACTIONS

We would like to request you, at this time, to watch our jurisdiction as set forth in the Master Agreement. Due to automation, we find that some crafts in the building industry are claiming operation of equipment which rightfully belongs to us. If we are unable to protect ourselves, it is evident that we will lose many jobs and work opportunities for members of our Union. If we are to improve the standard of living of our members, we must continue to work together to protect the jurisdiction of the Engineers. Only by reporting violations you see on the job can we hope to achieve this goal.

Excellent progress is being made in our efforts to negotiate a contract with the Bay Area Rapid Transit district. This is a complex operation in which approximately 1,000 contracts will be involved and will carry over for a number of years. There will be many hours spent at the bargaining table to arrive at a satisfactory agreement mutually acceptable to all.

WORK IN UTAH, NEVADA

The work in the state of Utah is holding up very well for this time of year, as there have been quite a considerable number of contracts let. We are looking forward to a good season in this state. We are continuing to progress in organizational efforts in the state of Nevada, and I trust our Nevada Brothers will work closely with your representatives to achieve our ultimate goal, complete organization. We have in excess of one thousand members in Nevada, which is quite a growth in the past year. The organizational efforts of the crafts at Alameda Naval Air Station are progressing as well as can be expected.

We feel sure that after reading the comments on the front page of this paper, dealing with the Patterson award you cannot help but have a great deal of pride in the achievements of our Union. While our Apprenticeship program has been in effect a shorter time than some of those operated

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SENATOR KUCHEL CITES OJT PROGRAM

Continued from Page 1—

acute shortages existed for certain skilled men, such as finish blade operators. Yet, unemployed members were in their hiring halls who could not be dispatched to fill these jobs due to a lack of skill and/or experience. Many of these were oilers and assistants to engineers who could qualify as operators if training could be provided. By upgrading these men to operators, new men could be put to work in the assistant to engineer classification, through their apprenticeship program. This program, by the way, has just been presented the Patterson Award by the Bureau of Apprenticeship and Training for program excellence in region XII, comprising California, Arizona, Nevada, and Hawaii.

Thus, the operating engineers proposed a training program far in excess of 10,000 men within their local jurisdiction in the States of northern California, northern Nevada, Utah, and Hawaii. They also proposed that if the program proved successful, local No. 12, in Los Angeles be encouraged to participate. Such a program would require an extensive training area for use of heavy earthmoving equipment. The area needed to be centrally located and one where climatic conditions were favorable for winter training when unemployment was the greatest. In addition to this, provision had to be made for housing and feeding the trainees. It was anticipated that a training program of this magnitude would be expensive, therefore Federal land was desired, as no rental would be involved and any benefits in the way of roads, check dams, and so forth, which resulted from the training, would revert to the public good. Inquiry was directed to the National Park Service, Forest Service, and Bureau of Land Management, but no suitable area was available.

Mr. Bruce M. Stark, Bureau field representative in San Francisco, submitted a proposal to Lt. Gen. Frederic J. Brown, commanding general of the 6th Army, Presidio of San Francisco, for the use of Camp Roberts, a nearly inactive post except during summer Reserve training sessions. General Brown was most anxious to assist in implementing this new program, and directed a study be made of the Army's capabilities by his deputy chief of staff for logistics, Col. Thomas O'Neil. Assisting Col. O'Neil were Mr. Chester Hibbert, Colonel Simpson, Col. Chester Starton, Mr. John Robatti, and Col. Henry Settle.

Based on General Brown's report, an agreement was entered into on December 4, 1963, between the Secretary of the Army, and the Secretary of Labor. This agreement permitted the Department of Labor to use certain buildings, and training areas at Camp Roberts for 5 years in order to carry out approved training programs.

The Bureau and the Army then signed the local memorandum of agreement providing for certain Army support. Due to budgetary limitations, any support furnished by the Army had to be on a cost reimbursement basis by the Department of Labor. Past experiences by the Army indicated this would be \$1 per day per man.

The Bureau of Apprenticeship and Training developed a pilot project to accommodate 300 men; 150 men in each of two 6-week training sessions. They would be trained in one of the following classifications: Heavy equipment mechanic, technical engineer (surveying), blade operator, bulldozer operator, rubber-tired equipment, or loader.

Equipment was leased from cooperating contractors in the area. Blake-More Equipment Co. of Oakland, Calif., donated the use of over \$70,000 worth of LeTourneau-Westinghouse equipment for 2 weeks, along with an instructor and training material. Other equipment dealers furnished films and training aids.

Instructors, 1 for every 10 men, were job superintendents and foremen for California contractors who had taken leave from their regular jobs to instruct. They were paid their regular rate of pay, plus subsistence.

Trainees were selected on the basis of length of time in the industry, with 18 months as a minimum, past work record, which demonstrated prolonged unemployment due to a lack of skills; and eligibility for training under the act, i.e., 3 years' work experience, over 22, head of household, and unemployed. Selection was made on this criteria alone, without regard to race, creed, color, national origin, sex, physical handicap, or union membership. For this pilot project, all trainees came from California.

Trainees were entitled under the act to a training allowance equal to their normal unemployment compensation, or the average being paid in California (\$43 a week), whichever was greater. In addition to this, trainees were entitled under the act to transportation from their homes to Camp Roberts and return. Payment for transportation was based on common carrier bus rates.

Trainees were also eligible for \$5 per day subsistence allowance while in training at Camp Roberts. As stated above, \$1 per day of this was to go to the Army for their support of the program which included water, gas, electricity, maintenance of the barracks, and messhall, beds, blankets, etc. Trainees were housed and fed at Camp Roberts during training.

From the remaining \$4 per day of the trainees' subsistence allowance, three meals per day had to be arranged. Private catering firms were contacted, but none could meet this price.

Mr. Clem was afraid his engineers program had been stymied. He contacted his old friend, Ed Turner, of the Marine Cooks & Stewards Union, in San Francisco, and asked his help.

The Marine Cooks & Stewards have operated a combination retirement, vacation, and training center at Santa Rosa for a number of years. The number of Marine Cooks & Steward trainees at Santa Rosa is predicated in a large part by the number of

residents to consume the product of their training, i.e., meals. During the winter this number is small, yet the need for the training is high due to the fact that winter-trained, spring graduates fill the industries' vacation schedule. Mr. Turner stated it was not only possible, but most desirable, that they expand their present training efforts at Santa Rosa with a similar program at Camp Roberts to feed residing operating engineers, trainees, and instructors.

When the Bureau of Apprenticeship and Training representative explained the intent of the act to Mr. Turner, he decided his program would be directed to unemployed youth, particularly minorities, who lacked any training, but who wanted a career opportunity. Mr. Jerry Posner, representing the union, and Mr. Earl Phillips, representing the Pacific Maritime Association, jointly screened over 400 applications to select 35 trainees, and 10 instructors.

On January 15, 1964, in San Francisco, Under Secretary of Labor, John Henning signed the contracts approving the projects at a formal signing ceremony. Mr. Clem and Mr. Turner signed for their organizations, as interested parties from the Department of Labor, Department of Army, maritime industries, construction trades, and press, looked on.

Five days later on January 20, 1964, an advance party of Marine Cooks & Stewards and operating engineers moved into Camp Roberts to set up operations. Barracks, in disuse since the Korean war, were opened, and furnaces fired up to drive out the winter's dampness. Beds, linens, blankets, pillows, and so forth were checked out from post supply and moved in. Water and electricity were turned on and checked.

The mess hall, now a galley, posed a special problem. It had been used as a warehouse for over 2,000 metal cots and mattresses. These were moved via Army truck into another warehouse in a driving rainstorm. Cooking equipment, tables, benches, and chairs were moved in. Then came the task of removing preservative from all the stoves, fixtures, and other metal kitchen equipment. Refrigeration equipment was turned on, stoves and ovens checked, and still more equipment moved in. The Marine Cooks & Stewards worked from dawn to midnight. A Wac christened the mess hall, or "galley," the U.S.S. Never-Sail. The rain, the preservative, the winter cold, the lack of heated sleeping quarters, and cold food never daunted their spirits. All were dedicated to the fact that this training program "must go" as the eyes of the country were on them to perform. And perform they did.

Food was ordered, minor equipment items not available from the Army were purchased or rented, crockery was loaned by the American Presidential Lines for table service and delivered from San Francisco to Camp Roberts, vending machines and newspaper racks were set up, barracks cleaned and made ready, raising ovens were made for the bakers, credit established locally, ad infinitum. On Monday, January 20, Camp Roberts was a deserted relic of the Second World War and Korea; on Wednesday, January 22, a training center had been established and the first hot meals were being served. All this had been accomplished by the concerted teamwork of Mr. Harley Davidson, project manager for the Operating Engineers, Mr. Don Schelly, chief steward for the Marine Cooks & Stewards, and Col. Henry Settle, commanding officer of Camp Roberts. Only 1 week had elapsed from the signing of the contract to actual operation.

For the Marine Cooks & Stewards only the instructors' salaries, insurance, and small administrative expenses were charged to training. All other costs were met from the \$5 per day charged all trainees and instructors for room and board. The costs for setting up this operation were advanced by the Stewards' Training & Recreation, Inc., a joint industry trust fund. This amounted to several thousand dollars and without this ad-

vance there would have been no program.

All Marine Cooks & Stewards trainees and instructors were on a 7-day week for the entire operation. A day off was given when available. A typical trainee day was as follows: Turn to, 0500.

Report to chef, 0530.

Prepare and serve breakfast 0530-0730.

Breakfast for Marine Cooks & Stewards' trainees, 0730-0800.

Clean-up, 0800-1000.

Instruction and free time, 1000-1100.

Lunch preparation and serving, 1100-1230.

Lunch for Marine Cooks & Stewards' trainees and clean up, 1230-1400.

Instruction and free time, 1400-1600.

Prepare dinner, serve, clean up and Marine Cooks & Stewards' trainees eat, 1600-1900.

Instruction and free time, 1900-2100.

Instruction was given to the trainees during breaks in the classification for which they were assigned, such as cooking, butchering, baking, or salad work.

During the evening when all classifications of trainees were assembled, instruction was given, coupled with movies, in the following areas: Orientation to shipboard life; lifeboat drill; psychological lessons on cooperation and close living conditions; crews' quarters; respect for authority; chain of command at sea; ship's personnel (officers and men); neatness and cleanliness of person and ship; courtesy to passengers and officers; teamwork.

The U.S. Public Health Service lectured and showed films on sanitation and health. This subject was covered by all concerned for no other subject was so important to this training. The Public Health Service inspected the messhall and gave it their highest rating for cleanliness.

The Maritime Administration and the Coast Guard lectured and showed films on maritime law, sea vessel protection, fire, storm, safety, and one's obligation to passengers and ship during distress.

The Pacific Maritime Association lectured on opportunities, promotion, insurance protection, laws at sea and in foreign port, fringe benefits, and obligations to passengers, ship, and crew.

The above type of training distinguishes a Marine Cook & Steward from the usual cook, waiter, or baker found on shore.

While the operating engineers' training program consisted of two 6-week programs, the Marine Cooks & Stewards had one 12-week session.

On Sunday, January 26, 1964, the operating engineer trainees began to arrive. An induction line was set up to check referral to the program, issue bedding, assign rooms, and start processing with the California State Employment Service. The Salinas office of the CSES, under the direction of Mr. Ray Kelly, sent a special crew to Camp Roberts to expedite the filing of the necessary forms.

On Monday, January 27, processing continued for late arrivals; private autos were registered with the provost marshal, and records checked for assigning men to instructors. Fueling of equipment began; lubrication and other maintenance items were accomplished. The heavy duty mechanics shop was set up for operation. Instruction began for survivors.

Tuesday, January 28: First muster of the trainees, head count, announcements, and assignment of trainees. Instructors familiarized trainees with equipment, operation, and maintenance. Safety was stressed as a paramount concern. Instruction had begun for all. That evening Project Manager Harley Davidson and Bureau of Apprenticeship and Training Representative Stark met with the trainees to explain Army regulations and rules of conduct contained in the Department of Labor's use permit, the program and other related matters. Questions were answered from the trainees.

It soon became evident that there

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TURKEY COUNTDOWN . . . this little fella is decked out in bib, knife and fork while Tom Turkey watches warily. Engineers and their families are extended best wishes for an Happy Thanksgiving Day, from Business Manager Al Clem and Officers of Local 3.

ENGINEERS NEWS

STATIONARY ENGINEERS LOCAL 39 OPERATING ENGINEERS LOCAL 3



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LBJ VOTE OF CONFIDENCE

On November 4, 1964, according to newspaper reports, "Every union voter will be wanted at the polls tomorrow to vote and work for Lincoln and Johnson." This month, Labor and millions of Americans chose to cast their lot with the Johnson and Humphrey ticket. We congratulate President Johnson on his victory and applaud the American people for repelling the extreme conservatism of Barry Goldwater.

By the landslide victory for Johnson, Americans have demonstrated good "horse sense" to be moved by hate and fear sermons. Goldwater's only platform was an offer to lead us from the mainstream of the American life and in diametric opposition to a free American Labor society.

Post-mortems on the election will be written and discussed by members of the Four Estate for many years, but the fact which stands out clearest to us is that the Republican party was seriously impaled by Goldwaterites at the Convention at the Cow Palace in San Francisco last July.

In recalling that appalling example of democracy, Goldwater displayed cold contempt, rudeness, hostility and complete disregard for the other man's intelligence and views. He was insulting to Nelson Rockefeller, George Romney and Senator Jacob Javits.

The sneers and smears have now turned to cheers for Johnson, who has already demonstrated his steady hand in taking over the reins from the late President Kennedy during a time when world strife was greatest and domestic affairs were critical. There is much left to be done, and Labor has placed its confidence in LBJ.

There were no specific issues defined in the campaign by either side. The real issue, however, was to trample the rebellion against the established domestic and foreign policies over the period of time since the years of the Great Depression and post-war era.

COLLEGE SCHOLARSHIPS BROADENED

Parents of sons and daughters planning a college career are again invited to participate in the Operating Engineers, Local 3 \$500 scholarship. Graduates of Fall and Spring semesters may participate, even if the student has already started school during the Spring semester.

This year, one scholarship each will be awarded to a boy and a girl. Students must attain a minimum grade average of "B" to be considered. Applications are available by request to: W. V. Minahan, recording-corresponding secretary, Operating Engineers Local 3, at 474 Valencia St. in San Francisco. Scholarships are open to all sons and daughters of Operating Engineers in good standing throughout the Local 3 jurisdiction to any accredited college or university.

MORE -- Manager's Memo

Continued from Page 2—

by the other crafts, this reward was presented to the Joint Committee which had accomplished so much in the apprenticeship field. It was only by the complete cooperation of our members and the employers that we have made such remarkable progress that we have. We know that we still have a big job to do in this field but I am sure with your spirit of cooperation we will be able to achieve this objective.

AVOID SUSPENSION

I would like to call your attention to the article dealing with paying dues on time to avoid suspension. This change was adopted with the new by-laws. While the great majority of the Brothers pay their dues on time, many annually, and many in advance, we find that some neglect to fulfill their obligations to our Union, and as a result lose their good standing and death benefits in the local Union, as well as the International. This is an obligation we all owe our families. We urge you to check your records carefully to be sure your dues are paid on time. If not, contact your nearest office or mail the dues to San Francisco, and your participation in all the benefits of your local Union and the International will be assured.

NEARLY 3000 DISPATCHES

During the month of October there were 22 regular agreements signed, and 100 short form agreements, making a total of 122. There were 2982 members dispatched to the various jobs during the month.



HOW TO BUY

Credit Union Loan Best Buy

By SIDNEY MARGOLIUS

Mr. and Mrs. J. G. are in trouble. "We need a loan of \$2200 to repay our bills and have peace of mind," Mrs. J. G. writes. "We tried to convince the men at the plant where my husband works to start a credit union. But they couldn't realize the many advantages. Our church doesn't have one either. You could go crazy answering the advertisements for loans and checking the rate of interest or listening to their gimmicks."

Providing consolidation loans, and counseling on getting out of debt are among the major functions of a credit union, in addition to encouraging saving.

Employers and labor unions often encourage credit unions because they help solve many of the problems of over-indebtedness, garnishment and erosion of workers' buying power through payment of excessive interest rates.

The difficulty of understanding rates charged by various lenders and retailers is why consumers and virtually all community organizations concerned with family living problems have been urging Congress to enact the Douglas "truth in lending" bill. This would require that all lenders and sellers state the true annual interest rate.

Loan companies and retailers, however, have fought this bill harder than any other proposed consumer legislation of recent years. The loan companies are concerned because they would have to state that their fee, for example, of 3 per cent a month is really 36 per cent a year. The retailers have emerged as one of the most vociferous opponents of "truth in lending" because they would have to show that their usual fee of 1½ per cent a month on revolving credit or "budget

charge" accounts is a true per-annum of 18 per cent.

One of the best helps in shopping for credit is a wallet-size folder called "Consumer's Quick Credit Guide." This miniature folder can be carried in your wallet or purse, so that when you are in a store or lender's office, you can check the chart to see what the true or "simple" annual rate really is. For example, the folder will tell you that a charge of \$6 per \$100 of original debt is really a simple annual rate of 11.1 per cent. The folder also lists safeguards to observe before you sign an installment contract or borrow money.

You can get a single copy of "Consumer's Quick Credit Guide" by sending a post card to Office of Information, U.S. Agriculture Department, Washington, D.C.

For a family already over its head in debt, as are Mr. and Mrs. J. G., here is a bootstrap program:

1. If a credit union is not available to you, your next best bet for a consolidation loan is a local bank. Bank personal loans usually are at the rate of \$6 per \$100, and often less in the larger cities. It will help if you work out a budget beforehand to show the bank officer that you will be able to pay back the proposed loan after your living expenses.

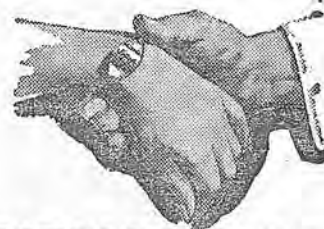
2. If a bank loan is not forthcoming, canvass your own resources for any hidden cash. You may have cash value in a life insurance policy, on which you can borrow at a true rate of only 5 per cent per annum if you don't want to surrender the policy itself. Consider other alternatives before you re-finance your mortgage at a higher rate than it may presently carry. For example, you may be able to get the mort-

gage lender to give you a "split rate," with only the readvance carrying a higher rate.

3. If you have no other resources to tap, develop your own debt adjustment plan. You do this by first working out a temporary crash budget which will keep your spending to the minimum possible until you work off your debts. On the basis of the balance remaining from your wages, work out a schedule of payments to your creditors. Pay first the creditor's charging the highest per-annum interest rates, and ask the others if they will accept a reduced schedule of payments. Explain why you are asking for a stretchout, and that you have worked out a budget and a plan of regular payments.

Especially avoid any high-cost consolidation loans from small-loan companies charging, in many states, true annual interest rates of 30-36 per cent a year (2½ or 3 per cent a month). Also beware of tricky second mortgage offers disguised as consolidation loans.

THE BRACELET THAT TALKS FOR YOU...



MEDIC-ALERT



A CHAIN OF LIFE
for those with hidden medical problems
who can't talk when Accident strikes

MEDIC-ALERT FOUNDATION INTERNATIONAL
TURLOCK, CALIF.
A CHARITABLE, NON-PROFIT ORGANIZATION

Several New Jobs Ready in Marysville

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

MARYSVILLE — The best news to report to all the Brothers and their families out of the Marysville District is that during the past month many new jobs have been awarded which will be starting in the very near future. The goal of Local 3 is full employment.

It is very important that you keep the office up to date at all times of any change in your address or phone number. Don't miss a job because you fail to let the dispatcher know where to contact you. There is one democratic privilege that all of us should never forget. The Union is made up of the members who believe in and belong to it. Let's keep it strong, and attend all future district meetings.

CHICO HIGHWAY

A low bid of \$3,814,978 was received for 4.4 miles of four lane freeway on U.S. 99 between Chico and Mud Creek. It was submitted by Graf-Vickrey-Dubach-Wunschel and Small, all from the Sacramento area. The project calls for new freeway between Palmetto Avenue in Chico, north to Mud Creek with interchanges at East First Ave., Cohasset Road, East Ave., and Eaton Road. As of this date we still have had no word as to when we will have a pre-job.

FREEWAY PROJECT GLENN

On October 13, we had a pre-job with Peter Kiewit Sons of Concord, awarded a \$4,472,742 contract for the construction of 11 miles of Interstate 5 freeway in Glenn County, seven miles south of Orland, to the Tehama County line.

The new highway will parallel U.S. 99W. Construction will be on new alignment and will not interfere with Highway 99W traffic. The project includes 12 bridges over various county roads, a creek and projected canal. The Company has subbed all clearing to Triangle Engineering Company, Marysville. Besides clearing, there is 2,400,000 cubic yards of imported borrow; 10,000 cubic yards of concrete structures and 67,000 cubic yards of paving, subbed to Fresno Paving Company.

The job will use approximately 30 Engineers and slated for completion in November, 1965.

GRIZZLY DAM

A new job awarded last month is Grizzly Dam, 8 miles from Portola. Pascal and Ludwig, of Upland, won the award with a bid of \$1.83 million. The project includes clearing the reservoir site, construction of the dam and the spillway and relocating roads. We have written these employers requesting a pre-job, but still have not received a reply to our request. We hope this job will open up before the heavy winter rains.

THERMALITO BRIDGE

The Department of Water Resources awarded a \$935,480 contract for construction of two bridges across the Thermalito Power Canal, to Osborne Construction Co., of Redding. The bridges will be built for the Oroville-Chico highway and the Oroville-Cherokee Road by August, 1965. The power canal will convey water diverted from the Feather River, below Oroville

Dam, to the Thermalito forebay and power plant.

BIDS ON BEALE WORK

The Army Corps of Engineers called for bids on a \$7 million runway construction project at Beale Air Force Base for the new 2,000 mile an hour SF71 aircraft. Bids for operational and support facilities for the new reconnaissance and interceptor aircraft will be opened here November 17, the Corps said. About 2,000 additional men will be assigned to the base in conjunction with the SF71. The base, home of three Titan intercontinental ballistic missile launching sites, now has about 4,000 officers and enlisted men.

COLUSA PROJECT STARTS

A. Teichert & Son, Inc., of Yuba City started its job on Colusa Avenue, west of Yuba City to convert 1.1 miles of two-lane road to four lanes. When completed it will connect at the west end to a recently completed four lane expressway providing four lanes for traffic between Onstott expressway (State Sign Route 99) and Harter Road.

The bid on this job was \$213,000, and should provide lots of work for many of our Brothers in this district.

OROVILLE DAM HIGHER

The giant Oroville dam, now under construction on the Feather River, will break the record for height for an earthfill dam by 22.5 feet more than had been expected. Earlier, it had been planned that the height of the dam, key unit in the state water project, would be 747.5 feet above the lowest point of the foundation. However, because of increased foundation excavation work, the structure now will tower 770 feet above the foundation.

NUCLEAR REACTOR

State officials were greatly encouraged the past month when the Atomic Energy Commission approved the basic proposal for a nuclear reactor to pump water from Northern California into Southern California. A spokesman for the California Department of Water Resources said the AEC's action meant the Federal Government was ready to "sit down and talk" with the State about mutual development of the reactor.

The atomic reactor would be used to lift water over the Tehachapi Mountains into Southern California, the goal of the vast California Water Plan. The reactor could be located either at the pumping site or near the ocean water desalter. The Department of Water Resources hopes to discuss specific terms on an agreement preliminary to negotiating a contract for construction of a project after authorization. They feel by obtaining the power from this source they will save literally millions of dollars a year in the cost of delivering water to Southern California.

CHICO CREEK PROJECT

George Brewster & Son, Inc., is ahead of schedule on its job at Chico, which employed Engineers for quite sometime. When completed, the project will protect Chico's approximately 35,000 residents, their homes, commercial buildings and manufacturing plants from the periodic

flood flows which occur in these streams. The improvement construction on Chico, Sycamore and Mud Creeks, and Sandy Gulch, in Butte County, all have streams which wind their ways around and through the City of Chico, and its suburbs, through corn, beet, bean and barley fields and orchards, until eventually they drain into the Sacramento River.

The protection applies against any flood that might be equalled or exceeded once in every 100 years, on the average, in and around Chico and most of the Mud Creek area. It would also protect against the flood expected once in 50 years, on the average, in the primarily agricultural area along the lower reaches of Mud Creek.

Here, basically, is how the project works. Water flows down Big Chico Creek to the point where this stream branches off into two streams just northeast of Chico, in the Bidwell Park area. One branch continues as Big Creek; the other branch is Sandy Gulch (Lindo Channel). A third branch has been created as part of the project, and this is known as the Diversion Channel. A four barrel culvert of reinforced concrete is being constructed across Big Creek at this point; a seven-barrel culvert will cross Sandy Gulch, and a diversion weir will cross the new Diversion Channel.

The Diversion channel will function as a safety valve. When waters in Big Chico Creek are swollen to the point where they begin to cause damage in the two natural streams; the diversion channel enters the picture, and acting somewhat as a regulator, siphons off these excess flows. This excess water will flow along nearly 1½ miles of man-made channel to Sycamore Creek, where it will run safely into Mud Creek and on down to the Sacramento River.

The project's Federal cost is approximately \$2½ million, exclusive of costs of rights-of-way, easements, etc., which cost approximately another \$2½ million. First actual construction work began in April, 1962. The estimated completion date is mid-November, 1964.

NEW SHOPPING CENTER

The new 7-acre shopping center, between Eighth and 10th Streets and I Street and the Feather River levee, finally became a reality in Marysville. Montgomery Ward expects to begin construction February 1, 1965, and will be ready for business in September.

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

The new retail outlet will cover about 60,000 square feet, costing \$1.5 million. Before construction begins, 30 homes and buildings must be removed. A circular ramp will enter the property from the north off 10th Street, and will pass underneath the 10th Street bridge.

DECEMBER DEADLINE

A. Teichert & Son, of Marysville, is over 75 per cent completed on the 12th Street underpass job in Marysville. Estimated completion date of the \$545,000 project is early December. This job has been a real touchy one from the beginning, but everyone agrees it will be one of the most beneficial projects that has been awarded for quite some time in this area. Many of our Brothers have been kept real busy, which is the most important thing. The old underpass with its real short height has stopped many a trucker where he thought he could make it, thus tying up traffic for hours.

PRE-JOB HELD

During the past month we met with Ray Kizer Company representatives on its job at Blairsdon. They, the Company, submitted a low bid of \$1,567,079 for construction of two lane expressway on new alignment along old U.S. 40A near Blairsdon in Plumas County. They plan to use about fifteen Brother Engineers on this job.

PARKER SUBMITS LOW

H. Earl Parker Construction, of Marysville, submitted a low bid on an Army Corps of Engineers project to reinforce the banks of the Yuba River at several locations upstream from Simpson Lane. Parker's bid of \$74,340 was the lowest of three submitted.

NEW BRIDGE

Brothers using State Route 65 (old U.S. 99E) between Marysville and Sacramento are urged to watch for new road conditions signs erected south of Wheatland where a new bridge over the Bear River is under construction. The joint venture firm of H. Earl Parker and Thomas Construction Company of Marysville is contractors for the \$570,000 job. The old bridge, built in 1915, was damaged last winter and is being replaced by a concrete reinforced two lane bridge. Included in the work is a roadway approach on new alignment both north and south of the new structure.

Lentz Construction Company of Sacramento was awarded the contract for construction of two miles of Reclamation Road, at the new Tisdale Weir bridge now being built in Sutter basin.

A check for \$960,000 was handed officials of the South Sutter Water District by Assemblywoman Pauline Davis on behalf of the State Department of Water Resources. The check was the largest grant to date in the Davis-Grunsky Act program, co-authored by Mrs. Davis, to encourage construction of recreational facilities in construction costs of Camp Far West dam and reservoir. Recreation facilities are being provided for the 387,000 visitors expected annually. Some of these facilities are already in use. Camp Far West dam is on the Bear River boundary of Placer and Yuba County and Sheridan and Lincoln in Placer County.

San Rafael Works To Beat Weather

By AL HANSEN

SAN RAFAEL—Contractors in our area are going great guns. With the Indian summer, however, they are keeping an eye on the skies and weather reports—trusting the good weather holds out until Christmas.

Barnhill Construction going right along on the apartments at Strawberry Pt. with a few members working.

Alcan-Pacific Co. is moving right along with their apartments at Richardson Bay and have a few subs on this job.

Brown-Ely is rolling right along on the job at Novato with a good crew.

Maggiora, Ghilotti and Madsen have jobs going all over the county with quite a few Engineers working.

Luhr-Wendt started up the Bel-Mar Keys job with a good-sized crew, with one straight shift and one double shift going. At present they have 700,000 yards to move.

Freeman Paving, at Harbor Pt., has 700,000 yards to move with a very good crew.

M.G.M. Construction, at Scottsdale is (Novato Assessment District) keeping its crew very busy.

Coxco, with two jobs at Novato, has around 400,000 yards to move, and is rolling right along with a good crew.

Finn Construction is trying to finish up all the loose ends at San Marin job and 300,000 yards at Loma Verde.

Elmer J. Freethy is going right along on the job at Coyote Creek in Tam Valley.

Soiland Co. has more work than they can do for this year, and has a good-sized crew going steadily.

Ghilotti Brothers has a lot of jobs all over the county, and a big crew working steady.

E. A. Forde Co. is rolling right along on its job north of Novato on highway 101; they are working on shoulders each side of the road.

Syar & Harms and Gordon Ball are trying to finish up their job at Hamilton Field on Highway 101 with a small crew. They have most of the new highway open, and perhaps by the first of the month all of it will be.

Linscott Co. started a new job in Lucas Valley, which will be around 75,000 yards to move. They also have a good crew working steady, and have a lot of underground work.

Williams Construction keeps busy on the shopping center at Strawberry, located on highway 101 with a few operators working steadily.

J & K Construction, with lots of work going on in the area, has all the underground at Indian Rock subdivision and at Glenwood No. 22 and Terra Linda with a good crew going.

Merz Bros., working with a good crew, recently finished up their job at Novato General Hospital, and may be moving to a new job in Novato with around 70,000 yards to move.

Basalt Rock is keeping crews going pretty steady in plants located at McNears Pt. and Novato.

Hutchinson Quarry, at Greenbrae, is going strong with the same crew working steady.

Frank Moberly is busy on his new job located on Paradise Drive in Corte Madera, with about 70,000 yards to move.

Survey Notes

By
DAVE
REA



Our work load is at a high peak with a minimum "out-of-work" list in all districts. Heavy construction is going very strong and from all indications will continue for some time to come barring the inevitable rain.

Under Section XX of the Technical Engineers Master Agreement your Local Union is now in the process of negotiating improved standards for the Northern California Joint Apprenticeship Committee.

These negotiations have been under way several weeks and a workable solution now seems in sight. Further reports on this matter will be in your "Engineers News," and explained at the scheduled meetings below:

SCHEDULED MEETINGS

November 11—Wednesday
Marysville, Marysville Union Hall

November 17—Tuesday
San Jose, San Jose Union Hall

November 24—Tuesday
Merced, Tioga Hotel in Merced

December 16—Wednesday
San Francisco, San Francisco Union Hall

January 13—Wednesday
Oakland, Oakland Union Hall
All above scheduled meetings will be held at 8:00 p.m. The attendance is necessary to discuss various problems your Business Representatives are running into in the field.

Now You See It, Now You Don't!

This is known around the San Jose area as, "The Case of the Disappearing Bulldozer."

Sidewalk superintendents were watching construction on the Neilson and Neilson Insurance Building, at Willowbrae and Meridian Road recently.

All they could see was the 'dozer operator's head and shoulders as he scooped away in the basement area.

Suddenly he disappeared!

Contractors carefully surveyed the situation before this mysterious disappearance, and had found an old septic tank. However, there was an older and much larger tank which went undiscovered, until the dozer and operator plumbed its depths!

But there was no problem. The dozer pulled out, the Operator dismounted, showered, and everybody went back to work.

This is a "typical day" in the life of an Engineer? Whew!

Ten years ago the unemployment rate for male teen-agers was 6 per cent. Today it is 12 per cent for white teen-agers, 21 per cent for non-whites.

ENGINEERS NEWS

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NEEDED FREEWAY OVERPASS — the Santa Rosa area traffic on highway 101 began using this long-awaited freeway overpass, linking thru traffic from Bay Area and Sonoma Valley to Sebastopol and Russian River resort area.

Outlook Optomistic In Fresno; Exchange Dam Project Starts

By JOE MILLER, GLENN MULLOWNEY and STAN BERGMAN

FRESNO—Work in the Fresno District continues to hold up very well. We have had a couple of prospects completed this month and are laying men off as a result.

However, there are new projects being awarded and getting under way, so the jobs for the members are still available and moving very well.

The out-of-work list has increased due to the influx of men from other areas. It will continue to increase as the northern projects slow down due to winter weather. We do expect a good season here however, and will have a lot of work.

LOS BANOS AREA

The projects in the Los Banos area are progressing very well, and most are either on or ahead of schedule.

M. K. Utah, Brown & Root are moving along on the San Luis Dam Project. They have about 400 operators employed at the damsite. The Forebay Dam should be underway before too long, while work on tunnels is nearing completion.

CANALS

M.K. and Utah are moving along as expected on Reach No. 2 of the San Luis Canal, and there are many Engineers employed here. Guy F. Atkinson Co. is making good headway on Reach No. 1 of the Canal.

Peter Kiewit & Sons submitted the low bid on Reach No. 3 of \$25 million. We will have a pre-job with this company in the near future.

PACHECO TUNNEL

Dravo Construction Company was low bidder on Pacheco Tunnel, which will take water from San Luis Dam into the Gilroy-Salinas Area.

This tunnel will be 16 foot concrete lined, and 6500 feet long.

It will be a good project for our tunnel members. We won't venture to say how the ground

will be at this time, and will see what it is like as the job progresses.

RE-ROUTING NO. 152

McNamara & Mannix completed re-routing Highway 152 around the San Luis Dam, and are cleaning up now. It should be open to traffic shortly. They have terminated the bulk of the men. This was a good job while it lasted for a large number of Engineers.

EXCHEQUER DAM

Work at Exchequer Dam is getting off to a slow start. Dravo Corporation has about 150 engineers employed at present. They have had a recent lay-off due to completion of some preliminary work.

They will resume hiring very soon and put several men to work when the main dam is started.

A 15-yard P & H Electric Shovel is now being erected on the job site quarry. New equipment is arriving each week.

We expect to have in excess of 300 operators on the job when everything is "in gear."

ROCK NEGOTIATIONS

Negotiations have been under way for quite some time with local Rock, Sand & Gravel Producers, who also operate Hot Plants and Concrete Plants. We expect to have these negotiations completed shortly, and expect to have an agreement satisfactory to the membership. Meetings to ratify the agreement will be called upon completion of bargaining sessions.

LOCAL CONTRACTORS

All local contractors are busy on various street paving, housing, demolition and building construction work. There is more of this work going on than this area has seen in several years.

Complete blocks are being demolished in West Fresno in the Chinatown area. The redevelopment agency has extensive plans for low cost housing and new

commercial development in that area as well as Downtown Fresno.

In the Downtown area, the face of the city is changing from day to day. Old landmarks are disappearing and new ones appear in their place, and the change is for the better.

SAFETY & CREDIT UNION

We have had a series of Safety and Credit Union Meetings during the past month, and thank the members and their wives for the turnout and excellent participation in the business before meetings. We congratulate the wives on their attendance and related comments.

New Law Aids Totally Disabled

About 100,000 totally disabled workers and their dependents will receive increased benefits from a social security amendment signed into law by President Johnson on October 13, 1964.

What the law does is to make disability insurance retroactive beyond the 18 months permitted before. Letters have gone out to those who are newly eligible. Those made eligible or higher benefits will get the increase with their December checks.

The U.S. Commissioner of Social Security advises that all severely disabled workers who worked under social security for at least five out of the ten years before they became disabled, but who have not yet applied for disability benefits, should get in touch with their nearest social security district office right away.

For most of those who are made eligible by the new law, payments will be made back to November 1963, if their applications are in before the end of this November.

Highway, Dam Construction Is 'Being Studied'

By RUSS SWANSON
and LOU BARNES

SANTA ROSA—If you have ever driven up the Redwood Highway, or through Napa and Lake Counties and encountered the traffic congestion ever-present, you may be alarmed to know that these counties haven't one penny allotted in their budgets for highway work during fiscal 1965!

Therein lies a very serious problem. And there seems to be no interest in tackling the job head-on and trying to find a solution. This is effecting the entire economy of the north Bay area and Lake County.

The latest information we have concerning Dry Creek Dam is that the U.S. Corps of Army Engineers received an okay for another \$450,000 for "further study." This means, at best, we can wait another 12 months. The County Board of Supervisors only recently stirred enough to request a "feasibility study" and ways and means of financing Knights Valley Dam.

These projects, let's face it, need Federal assistance, and without help, these projects will never get off the "study board."

Recently, a Brother Engineer went out to work. There was no work. So he spent the rest of the day picking grapes at 35 cents a box. (He picked 30 boxes!)

Luckily, the grape harvest is upon us here in the Redwood Empire and home of "That Little Old Wine Maker." Many Engineers are farmers at heart. Some own their land and grow apples, pears, grapes, prunes and other fruits. Some Engineers even take off from work to oversee grape picking and harvesting and work in the wineries.

Currently, there are many small jobs around the district which are keeping many Brothers occupied. Blackmore Brothers and Charles Chandler, Inc., are winding up the Santa Rosa flood control project; Art Siri Co. is nearly finished on the highway jobs and has a couple of subdivisions to do; since Reichold and Jurkovich set up a paving plant, they have kept two crews working; Syar and Harms is handling the Steele Lane overpass near the County Administration center; Brown-Ely has a few Engineers at Guerenewood Park; Fredrickson Brothers is shortening the road near Asti, between Santa Rosa and Ukiah; Hughes and Ladd, which had two shifts going near Booneville, is down to one shift.

Windsor Sand and Gravel, Basalt Rock, Hein Brothers and Maxwell have all done well this year.

Gordon Ball won the \$2 million Ukiah freeway job which will bypass downtown, and no official word is out concerning the Casper job (at about \$2.8 million) near Ft. Bragg.

The okay was given recently to bid the Noyo breakwater job which should be about \$12 million. This has a federal subsidy.

We appeal to our Brothers to join the Credit Union for Engineers. It's a place to save and to borrow money. Call our office, or send your wife in for an application blank.

Personal Notes

SAN RAFAEL

Our congratulations to the son of Brother Ed Burke, Sr., of Napa, who recently returned from Tokyo, where he participated in the 1964 Olympics for Uncle Sam. Ed, Jr. threw the hammer.

We appreciate the blood donation of Brother Duane Hope. Duane is a regular donor to the blood bank here, and we wish we had more like him. Why not make an appointment now and help do your part.

Best wishes to hospitalized Brother Buck Buchanan, in Petaluma General and for a speedy recovery to Brother Martin Kelly, laid up as the result of a recent accident on the job for E. A. Forde at Novato.

We're happy to hear that Brother Frank Gardner is out of the hospital and at home. He was hospitalized flat on his back 3 weeks with two broken vertebrae and a couple broken ribs in an accident on the Luhr Wendt job at Daly City's Serramonte.

Brother Duke Harms is out of the hospital after undergoing surgery.

Congratulations to Brother Herman Manka. His wife had a baby girl in August.

SAN FRANCISCO

Brother Charlie Dees recently entered the hospital at Ft. Miley for treatment, and would appreciate hearing from his many friends. We wish him a speedy recovery.

Ill health forced the resignation from the Grievance Committee of Jack Lloyd. He has served long and well, and thank him for his devotion and wish him the best of luck.

FRESNO

Brother Bill Powell of Ceres called recently and said, "My wife just gave birth to another cat skinner!"

Brother M. H. "BABE" Boggs has returned from Pakistan, and an extended vacation in Europe with his wife, Irene. We are glad to see them back home. Best wishes to both.

The Blood Bank is very low and some of the Brothers are in need of blood. Please donate some blood soon; you may be the one to need it next. Call the office and make arrangements with Shirley.

VALLEJO

Sincere wishes for a speedy recovery and return to the job for Brother Robert Bowers, who had a stroke recently on the job for Westbrook.

Brother Rex McCurdy, of Napa, went to look over the Reno area for work recently. Instead, he wound up in Colorado and returned with two 4-point Bucks and a big smile.

SAN JOSE

To the following Brothers who are hospitalized goes a special and warm personal best wishes for an early recovery: Cecil B. Smith, Fred Jacques, Eugene Piersol and Bill Baertsch.

Here's another reminder: No one donated blood for our Brothers this month! This is a very critical situation as our blood bank is about depleted. With the holiday season around the corner, why not call now and give a pint of blood for a Brother. What better way to express "thanks" for being physically able to do this? Call and make an appointment today!

We extend our sincerest sympathies to the family of Brother Joe Pereria, who died recently.

And now with the holidays upon us, we, of the San Jose office wish everyone a very Happy Thanksgiving, and the best for many more to come.

REDDING

Our deepest and heartfelt sympathy to the family and friends of Brother Don Hart and J. D. "Don" Preston.

Our deepest regret and heartfelt sympathy to Brother Henry Silva and Brother G. N. "Pete" Murray and Brother J. E. Craven—all three Brothers recently lost their wives.

UTAH

A carload of Engineers was involved in an accident coming off the job to go deer hunting. Jack Snowball, Pat Caldwell, Floyd Seal were bruised and cut up coming off Lowdermilk's Indian Canyon job. Pat was held in Price hospital with a slight concussion and a broken nose. Sheldon Axelsen is recuperating from a slight heart attack, and will not be able to return to work for a few months. He is steward on the Joe's Valley Dam project.

MARYSVILLE

Brother Ed Williams is home from the hospital, still suffering from his recent injury.

Brother George Belote, released from Fremont Hospital, will have to take it easy for quite a while.

Brother Ellis Osborne is home recuperating from an accident on the Mud Creek Project. Compound fractures of both legs resulting from an accident on Mud Creek job.

Brother Jim Flory received a broken leg and arm in an accident, and is in the Oroville Medical Arts Center Hospital.

Best wishes for a happy and joyous Thanksgiving Holiday from the personnel of the Marysville district office.

—Continued on Page 13

Tunnel, Freeways Open; Speeds Eastbay Traffic

By ED HEARNE, TINY LAUX, RED IVY, JIM JENNINGS, STAN GARBER and JERRY BLAIR

OAKLAND—Nearly four years ago work started on the 3,371-foot bore through which traffic started flowing Nov. 1. Cost of the project, known as Caldecott Tunnel, is about \$11 million. The new bore will carry Route 24 along two lanes of 28-foot roadway.

Another \$1.3 million has been budgeted for renovation of the existing Caldecott Tunnel, and work is to start after the new bore is open. The tunnel links the rapidly growing Contra Costa area to Oakland and San Francisco.

Another \$4.1 million is allocated for eight lane sections of Route 24 west of the tunnel to Warren Boulevard Freeway and completion here is expected in September, 1965.

Between the tunnel's east portal and Orinda, nearly two miles of eight-lane freeway are under construction costing \$7 million. The work is nearly completed.

DIME A DOZEN

Million-dollar freeways dot the area of Alameda and Contra Costa counties. Their concrete ribbons are spreading over the countryside and cutting through crowded residential areas. It seems this freeway network will never match the flowing traffic of a growing metropolitan society moving at high speed on rubber tires.

While workmen crawl all over the area, putting hundreds of thousands of tons of concrete in place, moving millions of tons of earth and money by the tens of millions keeps pouring in the other alternative is a sprawling community chocked-off from jobs, services, food, recreation and other commodities.

\$117 MILLION

The State Division of Highways lists \$72 million in highway construction underway in Alameda and Contra Costa Counties. Looking back three years and ahead one year, shows total highway cost of \$117 million.

Beside the Caldecott Tunnel opening, the Orinda eight-lane job, there is the seven miles of four-lane freeway between Danville and Walnut Creek is nearing completion and opened Nov. 1 to traffic.

PRIVATE INVESTMENT

Privately, Shell Oil Company is about ready on a \$60 million expansion program at its refinery at Martinez, and, not to be outdone its competitor, Standard Oil Company, is also engaged in a multi-million dollar expansion program at its Richmond plant.

Contractors involved at the Shell plant are Flour Co., C. F. Brown and Ralph M. Parsons. The pre-job conference was held with all interested parties. There is no estimate how many Engineers will be needed.

Bechtel Corp., Standard and interested parties attended this pre-job, and the story here is the same as the Shell plans. However, Winton Jones is prime contractor on excavation at Shell and is currently employing 35 Engineers, 9.5 hours daily. This

should be completed about January 1, and promises to offer some winter work.

After the Danville-Walnut Creek freeway opens, Guy F. Atkinson will maintain a crew and mechanics for a few months.

SOUTHERN ALAMEDA

Finn's flood control job near Pleasanton is in full swing. There are approximately 60 pieces of equipment including 4 drag lines, EUC's, DW's, B pulls, Michigan and AC scrappers, D8's and D9's. Thirteen-thousand yards of muck a day is being moved. At this time they are working 12 hours per day, 7 days per week. Everything possible is being done to finish before the rainy season.

Green-Winston's Dublin freeway job opened to traffic on the new bypass, Highway 21. This puts a few more Brothers back to work until the completion of this job.

Oscar C. Holmes' flood control project near Walnut Creek is in the final clean-up stages.

Peter Kiewit's job on Turner Dam, at Sunol, will finish in approximately two weeks.

Peter Kiewit's canal and pump house job near Byron is complete. This has been a good job for many of the Brothers. Some are going north with Superintendent Angelo Wier to Kiewit's new freeway project at Orland. Guy F. Atkinson is moving in on the pump house. The whirley crane and batch plant is almost erected at this time.

The Varwig Company has enlisted the services of a Los Angeles firm called C.P.M. Systems, Inc., to program their underground work on the Seacrest job. This is accomplished by feeding the weekly program reports into an I.B.M. Computer which in turn tells them where they are lagging behind and must work additional hours to keep from causing a bottle neck in the job.

The B. & R. Construction Company is using the same system on the new 5.2 million dollar museum they are building at 12th and Oak Streets in Oakland and both Companies are quite enthusiastic about the results. I might add that the Operators on the Varwig job are not unhappy with the system either as it is responsible for quite a bit of the overtime.

Gordon Ball is keeping approximately 25 Engineers busy on the drainage system and putting down the base rock on their six mile section of MacArthur freeway between Mountain Blvd. and 106th Avenue.

Fredrickson & Watson & Granite are putting the finishing touches on their freeway job between Caldecott tunnel and Orinda and hope to have the job sold within a month. The new Caldecott tunnel has been opened up for westbound traffic and Dan Caputo is working on their Sub from Steiny and Mitchel has closed the old westbound bore and is ripping up the pavement so it can be repaved and eliminate the bulges that came up in the pavement during the construction of the new tunnel. As soon as one bore is completed, traffic will be routed through it and the other will be closed for the same treatment. Caputo has 100 days to complete the job and while this is not a big project as far as Engineers are concerned, it is of vital interest to everyone that has to commute through it, as this has long been a serious bottleneck to traffic.

The Episcopal Church has awarded a joint venture contract to the Beck and Utah Construction Companies to build a 22 story 270 apartment retirement residence at a cost of 8.5 million dollars on Bay Street between Grand Avenue and Harrison Street. Construction is to start immediately with a completion date set for March, 1966.

Our Lines are Open-



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

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CONSTRUCTION EQUIPMENT

Cleaning Up Small Projects Main Concern in Stockton

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

STOCKTON—There has been relatively little change in the Stockton-Modesto area from last month's report. The mountain jobs are slowly coming to a halt due to the fact that some contractors have completed their jobs. Also, since cold weather has already arrived in the mountain areas, most of the black-topping has just about stopped.

Harms Bros., on Highway 88 at Silver Lake, finished excavation and is trying to get the base rock and the leveling course of black-top on before the inclement weather.

Claude C. Wood Company, on Highway 4 at Camp Connell and Bear Valley, has completed everything except miscellaneous clean up, and should be moving out in the very near future.

Granite Construction Company, on Highway 4 at Tamarack, finished the dirt work and will return next year to rock and black-top.

Clancy O'Dell has completed the concrete on Canyon Tunnel, from Hetch-Hetchy to North Mountain Portal, and if work progresses according to schedule the surge chamber should be finished within two months.

Boyles Brothers has three rigs test drilling at the new Malones dam-site, which we hope will be let out for bids in the near future. They are flying Engineers to the job in helicopters and setting them down on the banks of the Stanislaus River.

Robert McKee Company has a crew of six to eight engineers busy on the Sierra Conservation Camp. M. J. Ruddy & Son moved in and are black-topping the roads and yard area.

Western Contracting Company, on the Canal west of Patterson, is operating two shifts moving dirt with the Euclids' TTSS90. These rigs, the first of their type on the West coast, are capable of hauling 80 yards in one load. McNamara Corporation on the Westside Freeway reduced to one shift recently, however, still keep Engineers busy working on the finish grade.

The above jobs, along with numerous small jobs of short duration, present a picture of work activity in this district at present. Although we have been enjoying unusually balmy weather, for this time of year, in our immediate area, we are quite aware that the winter season is just around the corner. Consequently, we expect a steady decrease in the work load during the next few months.

The following are new jobs let, and work will be starting on some shortly:

O. K. Mitty & Sons and A. L. Craft were low bidders on the Highway 124 job north of Ione. This job consists of 5½ miles of new road, and the bid was \$1,644,997. Work will start sometime in November.

Peter Kiwit was low bidder at \$4,293,439 on Canyon Tunnel Powerhouse at Early Intake. This job should get under way in the near future.

A. Teichert & Sons was awarded the Highway 50 Job, south of Stockton, from Richards Avenue to Charter Way. This work will consist of excavating and resurfacing this stretch of highway, and work has already started on this project.

Murphy Pacific Corporation was low bidder on the Delta Mendota Canal for raising and building new bridges from the Tracy pumping plant to Los Banos. Amount of bid was \$613,430.

S. M. McGaw Company was low bidder at \$59,200 for reconstruction of eight streets in the north Stockton area.

Bids will be opened November 18, by the State Division of Highways, on three miles of new highway in Tuolumne County at Twain Harte.

CREDIT UNION

We would like to thank all of you who have responded to our plea to increase the number of Credit Union members in this district. Since we have surpassed the 100 members required in each district, we are now eligible to have a member on the Board of Directors and to hold quarterly Credit Union District meetings in Stockton. Keep up the good work, and let's continue to increase our membership.

Eastbay Blood Bank Needs New Pipeline Of Willing Donors

In a recent issue of the "Engineers News" an elaborate Blood Bank plan was outlined, and the results to date have been fair.

However, the demand has far outstripped the supply as more people are aware that the Oakland office has a Blood Bank plan.

During the past month there have been many calls for whole blood from our supply.

At present, we are just about out of business.

Our problem here, it seems, is there are only a dedicated few whom we can count upon to continue giving blood.

Giving blood is easy. It doesn't hurt and it's guaranteed not to take much of your time or make you sick.

If you don't know how or where to arrange for an appointment, call one of the following numbers: Ashland School, 16485 East 14th Street, 537-1234; Oakland, 654-2924. Call the Oakland number and they will give you the times and places, or Martinez, Pittsburg, and Richmond. When you do give, remember to tell them that the donation is in the name of the Operating Engineers Local Union No. 3.

City, State Rolls Increase; Federal Jobs in Decline

In releasing detailed job figures for September last week, the Labor Department reported that nonfarm payroll employment reached 59.8 million, an all-time high. This was an increase of 600,000 from August, and 1.6 million more than in September, 1963.

The Department's report notes that the job rise was 100,000 more than normal.

The report revealed the jobs in state and local governments were 340,000 higher than a year ago. By contrast, Federal employment was 2½ million in September, an actual decline from a year ago.

Lots of 'Zoom' in San Jose; No 'Boom' Until Next Year

By A. H. HOPE, G. L. MOORE JAMES HALL and HARLEY DAVIDSON

The San Jose area is enjoying mild Indian Summer weather and this is a blessing for the contractors and Brothers, as it gives them the opportunity to complete some of the storm drain and sewer jobs, bridges and approaches, as well as the highway work still hanging fire.

The William Atkinson Co. is keeping 20 of the Brothers busy employed on various projects such as their million and one-half contract for the County of Santa Clara, parking lots and street work, the Fire House job in Santa Clara, and other jobs.

Lew Jones is working on his Saratoga Creek project, as well as the Gold St. Bridge job, with William D. Smith doing the excavating work.

Oscar Holmes has started his contract to channel the San Tomas Creek, and Peligrini is doing the excavating. Stockton Construction is working on the storm drains on Montague Road.

Frederickson & Watson is making progress on the freeway job. They expect to be finished with the concrete paving in a couple of months, if all goes as expected. There are 30 of the Brothers plugging along on this job.

A. J. Raisch is working hard on the Unit No. 4 section of Lawrence Station Rd. They have numerous jobs going on in the area, all of them working top speed to beat the rains. They have added another award to their collection, this one in the amount of \$817,137 for improvements on Lawrence Expressway, Unit No. 5, which will extend 1300' N on Homestead Road to 1800' South on Stevens Creek Blvd.

South, around Hollister, Manuel Smith, Pipe Linings Inc. and Ritchey-Miller are all keeping good sized crews on the Hollister Sewer & Water Project, which is showing real progress.

We would like to wish Cliff & Joe Ray, better known as Hollister Sand & Gravel, success in their new expansion program. They are opening up a new pit and are planning a new plant. This will provide several new jobs for the Brothers.

Hood Construction's pipeline is moving along rapidly in some sections, and at a snail's pace in other portions of the job due to underground springs that are causing dangerous grounds. They have a large crew busy, and enough work to keep them busy until the end of the season.

Peterson Bros. has a good start on the levee and re-alignment job at Los Gatos Creek Percolation System. They have been working some long hours to meet their deadline, which is sometime in November.

We are happy to see the Hillsdale Plant back to work. They were shut down for several weeks for remodeling to enable them to make different types of material.

In the deep Southern end of the County, work is still progressing, with the Granite Construction pushing on subdivision work before bad weather sets in. They have also started a road job in the University of California

Area which was an \$89,000 contract award.

Work will start immediately on the clearing job at the San Antonio Dam. Gravelle & Gravelle came up with this one at \$204,000.

The State Division of Highways announced bids were opened in Sacramento, October 21, for a year-long local highway project to be financed with \$1,292,500 worth of State Funds. Bids are for the construction of interchanges over Highway 101 at Capitol Expressway and Heller Ave. The project will consist of highway lighting and construction of frontage roads. Also included will be the resurfacing of Highway 101 for 2.6 miles just south of Tully Rd. to Coyote Creek.

On November 18, the State will open bids for the landscaping of 2.8 miles of Junipero Serra Freeway, and installation of an irrigation system between Forest and Doyle Road. Some \$305,000 is available for this work.

Guerin & Olmsted was awarded a \$17,800 contract for the extension of Broadway in Los Gatos, and improvement on Main St. in Montebello.

The Division of Highways called for bids that are to be opened in Sacramento on November 4, for grading and paving to construct .9 mile of divided Highway on the Capitol Expressway between Almaden Expressway and Narvais. There is \$196,238 in Federal funds available, \$133,462 in State money and \$204,500 to

be paid by the County of Santa Clara or a total of \$534,200 available for this work.

Bids were opened recently on construction of underground facilities in the Aptos Seascap development east of Rio Del Mar. Estimated cost was \$58,000. The bids ranged from a high of \$60,498 to a low of \$39,761. After careful consideration the contract was awarded to Hutka Electric Inc., of Livermore.

Valley Engineers took one at \$219,213 for sewer and storm drains at Mountain View-Alviso Road, from Lawrence Station Road to Reamwood in Sunnyvale.

The town of Los Gatos is getting its share of paving work. Piazza came up with a contract for \$23,371 for A. C. Paving, curb and gutter and parking lots. Guerin & Olmsted Inc., at \$22,741, was awarded the contract for A. C. Surgacing, and sewer mains for Shady Lane project in Los Gatos.

L. C. Smith is working all over the area, and have just come up with another contract, in the amount of \$102,854, for AC Paving and reinforced concrete work for Monroe Street Bridge.

O. C. Jones was awarded the contract for street improvements at Bernardo & Evelyn in Sunnyvale, California.

Mossman Construction Co. was low bidder on the State Highway job, three miles south of Salinas. This will be a one and a half mile job of grading and paving, as well as the construction of a bridge across the Salinas River.

Cochran & Celli Recap for Economy



DON'T TAKE CHANCES WITH SMOOTH TIRES!

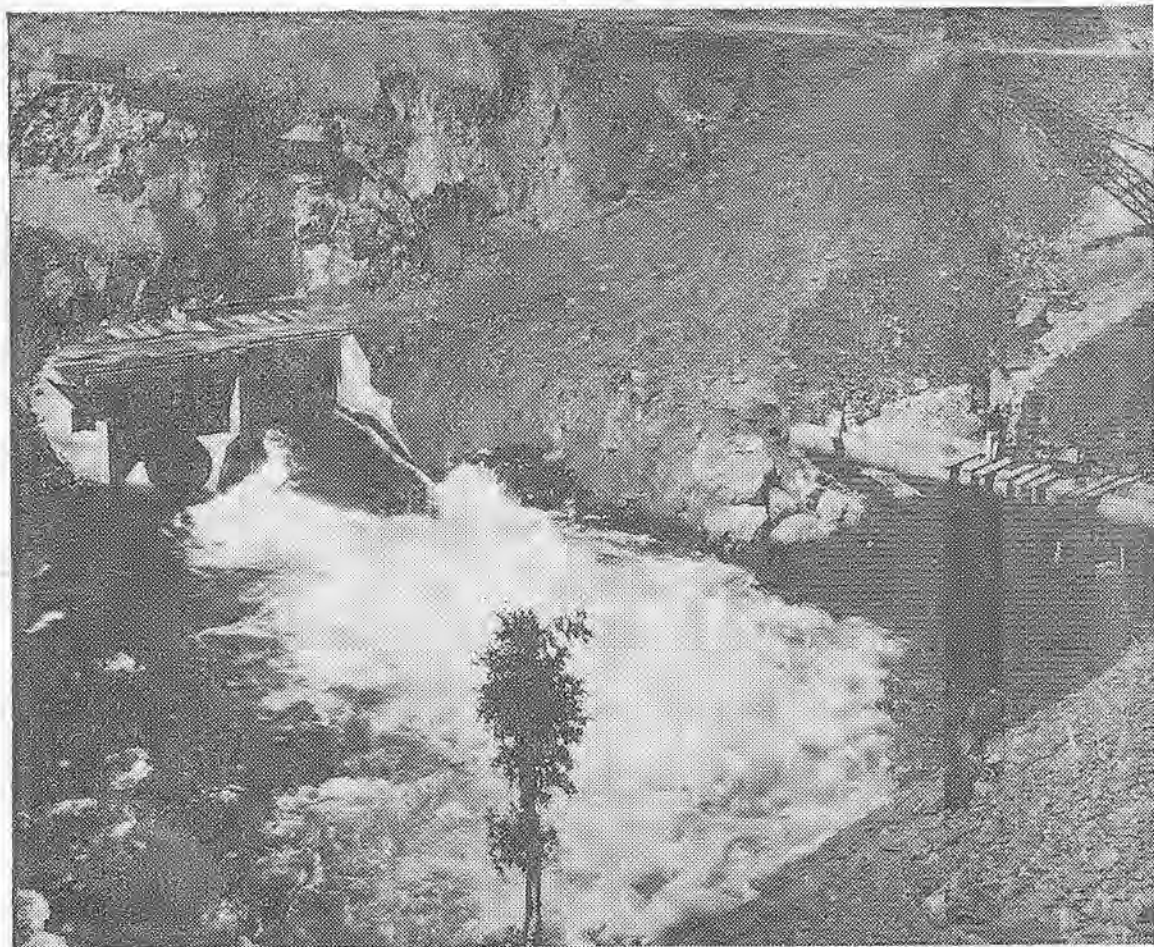
WE USE... **VOLT** America's Finest Retreading Rubber

2344 E. 12th Street

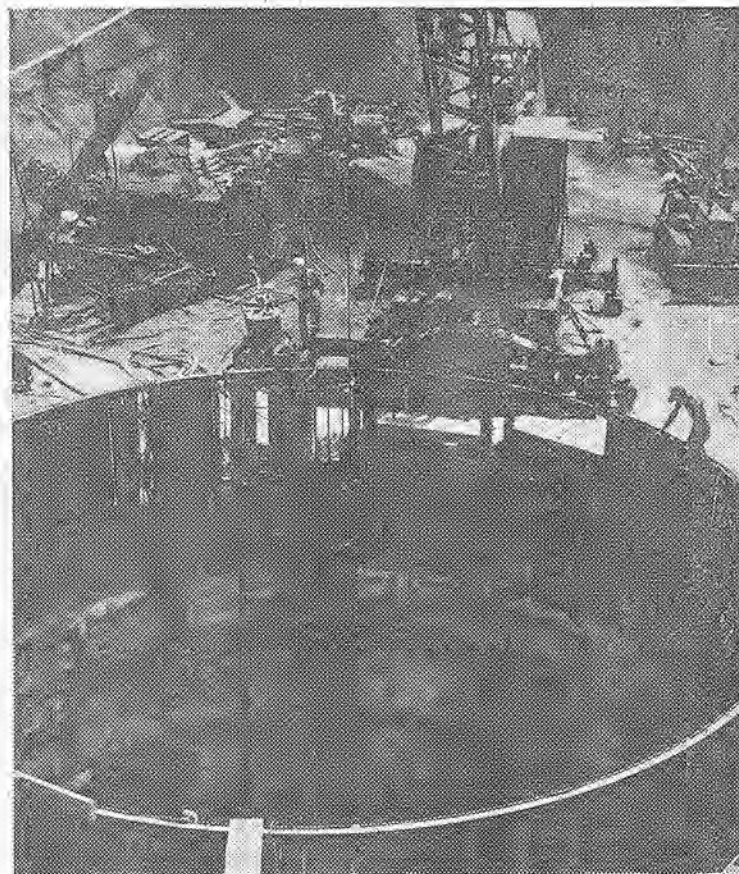
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Oakland

P.G.&E. Power Developement at McCloud-Pit



ON THE JOB—The downstream portal of the diversion tunnel and outlet shown here for McCloud dam while Whirly crane is working at right.



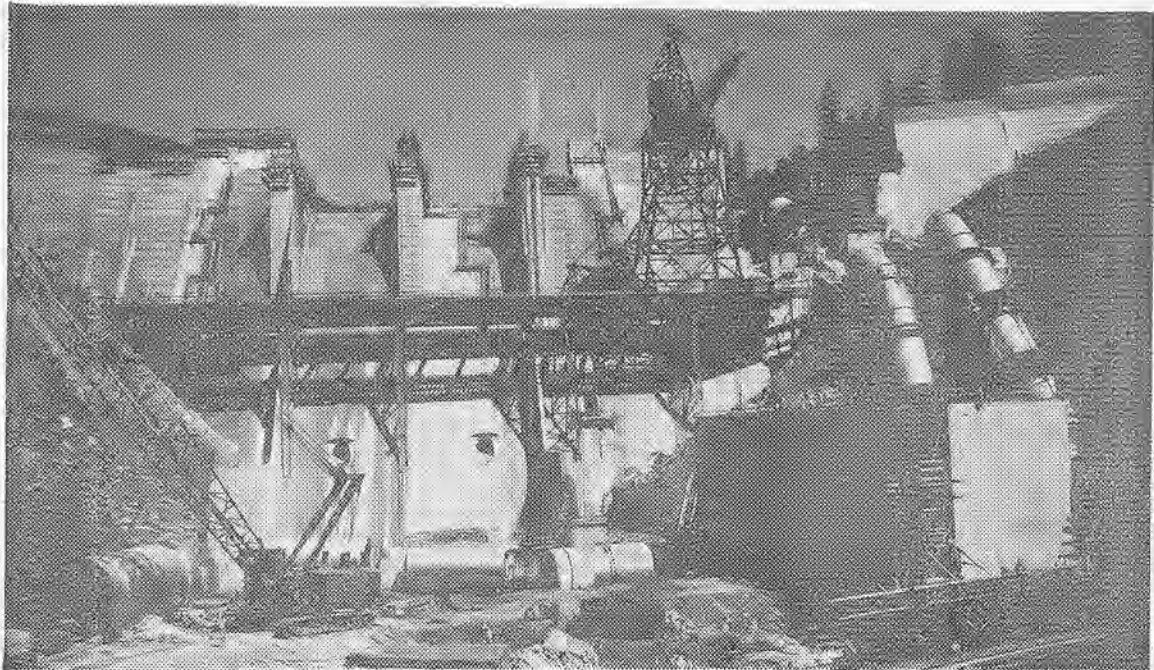
SURGE CHAMBER—this chamber, more than 200 feet deep and lined diameter 35 feet, is water conduit feeding McCloud-Pit Powerhouse. It limits pressure increases in tunnels and penstock.



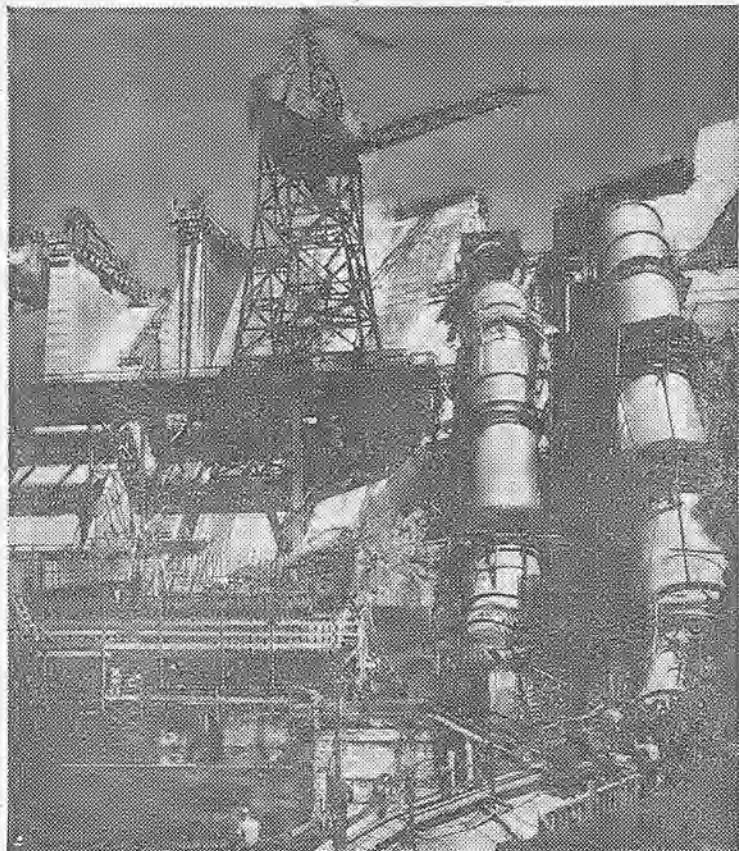
McCLOUD POWERHOUSE—on the Pit River, about half a mile upstream from Pit 5 Powerhouse, will have a capacity of 155,000 kilowatts installed in two six-jet vertical shaft impulse water generating units supplied with water from Iron Canyon Reservoir. The excavation for the penstock is in the background.



CATCH ANY FISH? . . . the banks of this stream brim over as six draglines and cats churn away on the tailrace channel below Pit 7 powerhouse. Contractors are Piombo Construction, San Carlos, and Rothschild, Raffin and Weirick, Inc. of San Francisco.



McCLOUD DAM and Powerhouse, right center. This dam will be 245 feet above bedrock on completion. Openings in the spillway are for water outlet, and to the right and slightly higher is an entrance to the valve chamber within the dam.



ON THE RISE—The Whirly crane is seen here handling concrete as dam rises. Morrison-Knudsen is dam contractor. Penstocks shown here at Pit 7, are 15 feet in diameter.

Standardized Texts Throughout California Apprentice Program

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

Things are rolling along in the North State very well with men scattered over a wide area. Some of the men are on swing and day shifts and long distances from the offices, but in any event they are covering the jobs.

Now that school has started in all the areas, we see the type of man-power that will be the hand of the future. The apprentice is required to attend class 4½ hours per week on his own time. He receives no pay, and it is a "must" for all men in the program. Failure to attend school is one of the best reasons to be dropped from the program. Fellows attend class as part of the job. It is part of the job because it is a part of the learning process, and if other men can do it, the Engineers can too.

We won the Patterson Award, highest in our country, for making the most progress, but that is not enough. We want to make it the best one in our craft. We have the best support, best man-power, best working conditions and we want the best operators. The way to get them is through apprenticeship. Support your program, obey the rules, attend all classes, do your job properly in the field and above all be an apprentice and not a card carrier.

If you leave yourself open for a penalty that is your fault and

is usually through failure to read the rules. If you can't read the rules, then you surely can't read a grade stake on the job. If you don't know how to follow the rules when you do know them, then you surely can't follow an order in the field. If you can't follow an order then you surely can't become a leader in the type of work you have chosen.

Our congratulations to the men, Union people and the Employers who have given their time and money to make this program a success.

In San Jose, San Mateo and San Francisco areas, classes are underway with good attendance. All classes have completed the Red Cross First Aid Course, and are now getting into the Structures and Functions, using the text "Moving The Earth."

We have classes standardized throughout all areas in the 46 Northern Counties. All classes are teaching the same thing simultaneously.

Work in these areas is holding up real well. Most apprentices are working. We want to take this opportunity to wish everyone a bountiful Thanksgiving.

Curricula material for the Surveyors program is coming in at a rapid rate from the writers. This material is not covered in text books or expansion of text material. The chain of routing is from the writers to the California State Instructional Materials Laboratory for editing and printing, then to the California State Bureau of Industrial Education for distribution to local school districts and finally to the students.

Both the Northern and Southern California programs have agreed on the text books and other instructional material for related training classes. When this is in final form, the same subject matter will be taught in Chief of Party apprentice classes all over the State of California.

Marina Reshaping Vallejo Waterfront; Next Year Bright

By AARON SMITH

VALLEJO — Self-loading Wagner scrapers on Wilmouth Construction company's flood control ditch near Dixon are doing an outstanding job. The area looks like it is alive with bumble bees as these Wagners romp through the project.

While these Wagners don't haul much in one trip, their speed in loading and returning for the round-trip load is something to behold.

With a delayed Winter, Vallejo area Engineers should complete a good economic year. Work has been going full force everywhere in this district, and prospects for 1965 are very bright for another boom next year.

Syar, Harms and Ball is employing many Engineers on the various freeway spreads between Fairfield and Dixon. The company should be finished with its Liesure Town project by this time next year.

Syar, Harms and Ball has several other jobs going around the district which include College Park, Carquinez Heights, Sonoma Blvd., 197 Trailer Parks on Highway 48.

The Vallejo Marina "face-lifting" is being handled by Parrish Brothers Construction company. This is a part of the over-all Vallejo Redevelopment, and should attract many pleasure craft boats to this area which had planned to berth at the now silted-in Martinez Yacht harbor.

Rush Construction, M & K and Westbrook companies are setting up two crusher plants on the Darkenwald Cordellia - Benecia highway job, and Industrial Asphalt Co. is setting up a paving plant.

Redding Races Winter Chill

By TOM ECK and JERRY MARTIN

REDDING — The chill of winter is blowing down from the hills and contractors are breaking all records trying to get in the final swing of construction in this area. Only a few small, short duration jobs have started and there were 180 Engineers dispatched out of this office during the past month.

A small road job at the Red Bluff diversion dam and a new school in Red Bluff by the Bailey Co., of Woodland, are the only new starts recently.

However, the weather this year has given us a good break, and many Brothers have taken home some good-sized paychecks. The nip of winter now will turn our attention to Thanksgiving and Christmas, both of which are right around the corner.

If we may, we want to digress for a moment to point out a very

salient case for checking your time on the jobs.

In many cases, we are asked to "go to bat" for a Brother Engineer and secure overtime pay. The only way you can prove your time is to keep it each week, check it with your paycheck and if there is a discrepancy, tell your foreman. If he can't do anything about it, then turn the matter over to us together with your record of time and check stub. Don't let this ride too long, or it becomes a big chore which is time-consuming.

The By-Laws specifically states:

1. Each member shall keep an accurate record of time worked and wages received.
2. Claims for shortages in wages, overtime pay, subsistence and travel must be made within 10 days after payday.

'Truth-In-Lending' Bill Now On Way To Full Senate Committee

Five amendments were added to the "truth-in-lending" bill before it was favorably reported out of the Senate Production and Stabilization Subcommittee.

The bill (S. 750) is now on its way to the full Senate Banking and Currency Committee. Consideration is expected soon of the bill in its amended form.

The subcommittee shaped three "perfecting" amendments, reduced the penalty clause, and altered the bill's application to revolving credit. The amendment affecting open-end and revolving plans would allow retail stores and others to state their rates either monthly or annually.

Tactical Move

Observers speculate that Sen. Paul H. Douglas (D-Ill.), chief sponsor of the bill, voted for this amendment as a tactical move to get the bill out of subcommittee. He is expected to try to restore, in either the full committee or the Senate, the uniform require-

ment of quoting annual rates for all lenders.

A defeated amendment would have allowed all lenders the option of stating rates in monthly or annual percentage figures.

The maximum penalty was reduced from a fine of \$5,000 and one year's imprisonment to a fine of \$1,000 and 30 days' imprisonment.

Amendments Added

The "perfecting" amendments allow:

1. Establishing an advisory committee, including representatives of the various lending agencies, to consult with the administering agency in drawing up regulations and administering the act;
2. Permitting "reasonable" tolerances regarding rate disclosure.
3. Protecting the lender if the information disclosed is rendered inaccurate as the result of prepayment, late payment, or other mutually agreed-to changes in the contract.

3. Wear Local 3 button or decal in plain sight.

Another item which you can help correct is to make a beneficiary change as they come up. If you remarry, secure a divorce, add another child, or if there is a death in your family and you need a beneficiary change we ask that you notify us at once. Beneficiary cards and Health and Welfare cards are available. In the event of death, a widow is in dire need of cash, and to secure it for her is time-consuming while the whole case is reviewed and researched.

In others matters, Shea, Kaiser, Morrison, Macco tunnels are working around the clock, and the tunnel crews have done a remarkable job under most adverse conditions.

The spillway below Pit 7 dam afterbay is complete and a lot more work is to be done by the crews of Rothschild, Raffin, Weirick and Piombo.

Granite Construction's Iron Canyon Dam is starting at Portal 4 and work is progressing well.

Up further, Shea has "topped-out" paving at Burney, and up on Lookout road, off highway 139, Weichmann Engineers is trying to cram in as much work as possible before the end of the year. Paving won't start until next Spring.

Harms and Redding Sand and Gravel are paving between Alturas and Cedarville. Sierra Pacific, over at the Lava Beds out of Tulelake, is fine-grading the highway.

Gibbons & Reed, at Callahan, is slowing down, but culverts and cleanup along with some fine grading is keeping our Engineers going.

Fredrickson - Watson and O'Hair, out of Mt. Shasta are touch and go with the main paving and highway opening a reality and they will be doing whatever possible as long as the weather permits.

Federal CU Bill Goes To Senate

The Credit Union bill (HR 8459) that would broaden the investment lending powers of federal credit unions has been formally reported to the Senate from the Senate Banking and Currency Committee. It is not possible to predict when floor action will take place on the measure, due to the heavy backlog of legislation built up during the civil rights debate.

The bill and its Administration-backed companion (S. 2161) would allow federal credit unions to:

1. Have the option of three to five supervisory committee members, instead of the present three;
2. Pay interest refunds at the end of any dividend period, instead of only on December 31;
3. Recognize FHA Title I Insurance as adequate security for credit union purposes; and
4. Make it a criminal offense to falsify statements on the loan applications of federal credit unions.

Acute respiratory infections account for about 65 per cent of all acute sickness and are the principal cause of loss of time from work and from school.



FAIR BOOTH . . . Bob Long, left and Clem Hoover stand before Local 3 Apprenticeship booth they manned during recently concluded California State Fair in Sacramento. Several thousand people stopped and picked up literature at the booth about the Engineers' program.

The Utah Report

Interstate Highway Bill Insures Construction for Next 7 Years

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

SALT LAKE—October in Utah is one of the most pleasant on record with warm, balmy days and crisp, cool nights. It would seem that Mother Nature is trying her best to make up for the lost Spring, which saw the entire month of June bogged down in rain. This may be one of those years we will have a delayed "Indian Summer." To the men working on construction it will mean more security for the Winter months because of the short work season thus far. At this writing we are optimistic.

We are showing a great deal of progress in our Interstate Highways and other improved state and county highways; in all, some \$37.78 million worth is slated for completion this year. For Utah, the timetable for Interstate calls for completion of 935 miles by 1972 at a cost of \$560 million. Fifty-three miles have been built to present day standards and 170 miles are under construction. Five more sections of Interstate highway in Utah are scheduled to be opened by Dec. 31, and another dozen are under construction. Along with the commercial benefits, these highways will mean that most any Utahn will be able to spend a weekend in any part of the state with long jaunts only about five or six hours away from the Wasatch front.

The signing of the Highway bill by President Johnson on August 13, will bring improvements this state has long needed, and will be enjoyed and paid for by the users entirely, motorists and motor carriers alike which does away with the old "subsidy myth." As President Johnson pointed out at the ceremonies, "Eight years ago, we set out a 15-year program to catch up with ourselves—catch up through the Interstate Highway System. In every respect it has met our hopes."

"It has put more than one mil-

lion Americans to work. It is saving dollars; and the program is not costing the General Fund of the United States Treasury a single cent."

SALT LAKE AREA

From 9th South to Point of the Mountain, work is still going strong, and will continue to do so until the first big storm. Some of the Contractors have jobs in the southern part of the state and will be able to supply work for a number of Brothers.

The Kennecott jobs will be rolling by the time this is in print. Gibbons & Reed have two jobs working near the mine and Western-Knapp have started on their big job near the smelter. With any kind of luck these jobs will keep some of the men working all Winter. There is supposed to be two more jobs let in the near future which will supply more work.

W. P. Harlin's project in Parley's Canyon is still keeping a crew going and this job will have to be finished next year. This is the water treatment plant which is sorely needed for the people of Salt Lake City. It is located just below Mountain Dell Reservoir and will service a large part of the valley.

At Parley's Canyon, Gibbons & Reed are still working. This has been a good job this season and there is still quite a bit left for next year. Highway 40 east has been temporarily re-routed over the just completed S. S. Mullins job. The traffic is heavy during this part of the year and is causing some problems.

FREEWAY WORK

The 17th South Freeway has re-arranged a lot of dirt the past couple of months getting ready for the sur-charge for the Winter. Both Gibbons & Reed and Strong Company have their jobs looking work-wise with a lot of equipment working. With the over-

passes finished the State will be ready to let the paving on this system. Even though the State might decide to pave a section on this part of the freeway, the Operating Engineers will still have plenty of work on these jobs.

Tiago Construction Company is still looking good with the bridge over the Jordan River almost completed. The fill on this job is coming from the 47th South pit.

KENNECOTT MINE

At the Kennecott Mine in Bingham Canyon our Department is increasing. The new trucks being put on the stripping have helped put more Brothers on dozers and graders. The track-shifters have put on more crews and now with the snowballs getting ready to fly these operators should get in good time. The shovel department set a new record on the stripping by loading a truck a minute. The Company took the Union Representatives on a tour of the stripping operation along with representatives from other parts of the operation. The comment was made that the shovel runners working at this operation were the best open pit runners in the world, and we agree.

NORTHERN AREA

Work in the northern area has slowed considerably. Thorn has completed his job at Howe, Utah, J. B. Parsons Co. has finished at Brigham City, Fife Construction Company is through at North Ogden and W. W. Clyde is completing his job on Willard Bay. These have been good jobs for many of the Brothers.

We feel very fortunate in having other jobs in and near Ogden and also the Weber Canyon project which has absorbed most of the men being laid off from these jobs.

Strong Construction Co. on the Willard Canal is still working two shifts. They are almost finished with the Lining. According to the Bureau of Reclamation the water must be in this canal by November 1 in order to carry the water to be stored in Willard Bay. This has been an excellent job with the following Brothers either still working or trans-

ferred to other jobs for Strong: Foremen, Lee Gillman, Fox Cranmer, Jay Fullmer, Cy Morrell and the following on equipment: Delbert Johnson, Eldon Gaily, Glen Holt, Virgil O'Clair, Flip Siler, Gordon Stolorthy, Ross Ellis, Dalas Bird, Jellet Brown, Harold Thalmon, Merle Davis, Don Smith, Kay Thomsen, Roy Braegger, Jack Duane, William Guest, William Mercer, Rapley Bird, Vernon Fausett, Keith Taylor, Eli Jensen, Fred Arnold, Boyd Braithwaite, Oliver Brown, Lane Chynoweth, Harmon Davis, Roh Fuhrman, Dennis Mohr, Tom Moulding, Max Muir, Albert Payton, Glen Phillips and Clinton Ravsten.

PROVO AND EAST

H. E. Lowdermilk was awarded the two adjoining Price Canyon rock jobs amounting to more than four million dollars. Ben Lowdermilk will be the superintendent for both projects which will be considered as one big job. The Company plans to start work around the fourth of November but will likely have two or three pioneer dozers working before that. Meanwhile, weather has allowed them to nearly finish the grade at Indian Canyon which is only a very few miles away from the Price Canyon project. Jack Gibson has taken over as superintendent on this job.

Another job recently let and awarded is near Bluff, to Whiting & Haymond and Clyde Company jointly. This should be a Winter job.

Strong Company has a new job starting on the Colorado border coming into the Dinosaur National Park from Artesia, Colorado. Grant Richins is scheduled to run this project. Also, United Engineers, formerly E. V. Chettle, has some work in the Vernal area on the Stanaker Canal Project.

R. A. Heintz is still progressing on the Huntington Canal despite the shortage of crane operators in the Provo office this Fall. Strong Company has a full crew working on Interstate 70 east of Ferron on a one shift basis and two shifts on drilling. This should be good for the Winter. All in all the work is holding well in the Provo office with only a few operators and oilers on the lists.

SOUTHERN AREA

Work has been holding up well in this area and if the weather stays as good as it has been, most of the boys should be working well into the Winter. There is quite a bit of work now going

with a few more jobs in the offing. This should provide work as long as the weather permits.

W. W. Clyde Company, of Springville, has its I-15 project at Springville off the ground, and have a string of belly dumps hauling out from under a Kolman belt in the old Ironton slag dump. They also have a spread of scrapers hauling across the Ironton Highway from a pit located just north of Strong Company shops.

The Ironton slag dump which took many years to accumulate and has long been a land mark in this area will in a matter of a few months all but disappear as they are now moving over 8,000 yards a shift with seven D-cats working in the pit and they intend to start another shift in the Spring. They have a good start on their I-15 job to Payson with the brushing and fencing going well. This will be a scraper job for the first part with the belts and trucks later on. These two jobs are quite a treat for the Brothers who have their homes near here as it means a long job right in their back yards.

L. A. Young Company has pioneered the cuts and have the scrapers going. This is mostly a widening job and the cuts are very steep and narrow with a lot of large boulders to fight and tough on scrapers and operators, but it should keep a few hands busy the rest of the season.

Tiago at Cove Fort has laid off a number of hands as they have most of the heavy mucking finished until they can re-route traffic to the other lane, then there will be some more cuts to finish but for the most part this project is nearing completion.

Nation Mourns Hoover Death

The history of one of mankind's most devoted humanitarians and a benefactor of countless millions now is finished.

Herbert Hoover distinguished himself in many roles over a half-century. His imposing achievements as competent, imaginative administrator, as an earnest statesman, and as a conspicuously unselfish exponent of the brotherhood of man won him the admiration and gratitude of peoples around the globe. Inestimable numbers long will be inspired by his dedication, his uncomplaining tolerance, and his constant readiness to assist every fellow being.

BRIDGE CONTRACT AWARDED

By DALE MARR
GEORGE BAKER
ED DU BOS
JIM MEEHAN

SAN FRANCISCO — The San Francisco Bay Area is slated to receive another new bridge crossing to adorn the bay with the announcement recently that Murphy Pacific Bridge Builders, of San Francisco, was awarded a \$27.14 million state contract award for construction of a new San Mateo-Hayward span.

When completed the bridge will cost approximately \$70 million; will be 7.4 miles long and will incorporate 5,500 feet of "orthotropic" span construction, according to the Department of Public Works.

The department said that a bridge of "orthotropic design," is one which incorporates the traffic deck as part of the supporting structure, permitting more graceful design and requiring fewer trusses and supporting members.

The Wells-Fargo building is

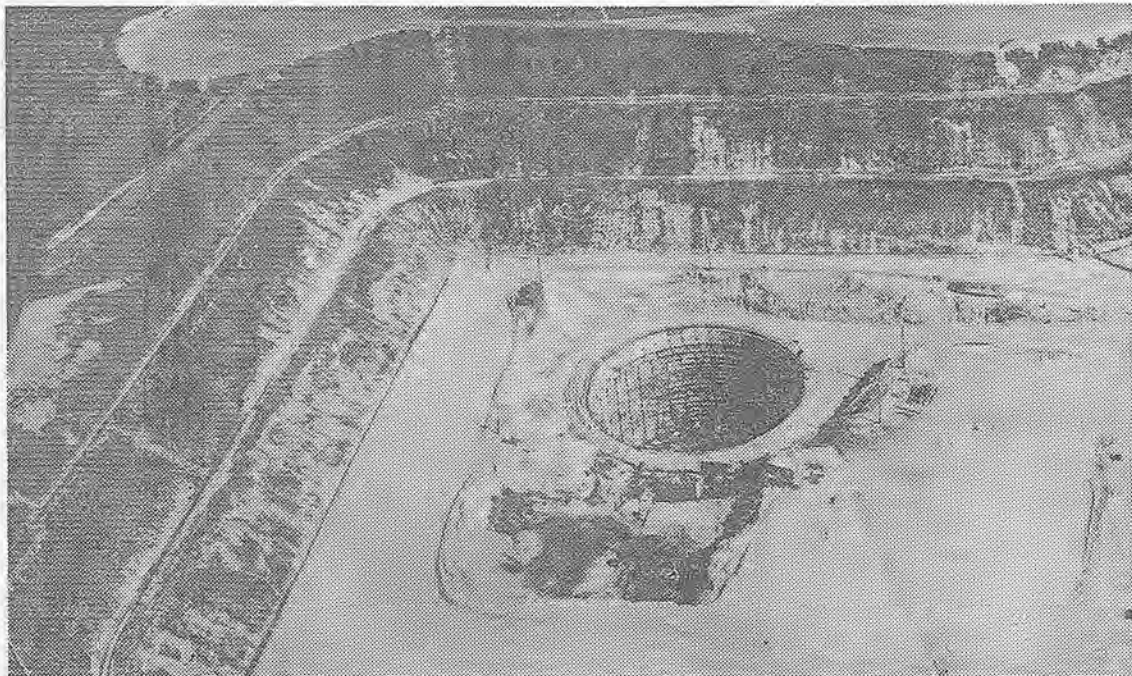
going up rapidly from the previous report. We were on tap when Bigge hoisted in the 44-ton footing beam, and since then the steel has been going up at a rapid clip.

Rothschild, Raffin and Weirick is nearly finished on Eichler Homes Condominium Apartments on Green Street, and while there have been some layoffs, some of the Brothers will remain on the job for a few more months.

The Golden Gateway project is starting the second phase at \$25 million. Perini will need several of the Brothers for this one.

Associated Pipeline was awarded a water distribution job at McLaren Park to cost \$250,000. O. C. Jones secured the Geneva Avenue widening project, and this will mean jobs for Engineers.

Generally speaking, however, work has slowed considerably in San Francisco for the Winter months. Most big jobs are completed and prospects for bigger jobs starting before Spring are remote.



A BIG HOLE . . . Pacific Gas and Electric has announced plans to abandon its plans to construct an atomic power plant on Bodega Head, west of Santa Rosa on the coast. An earthquake fault line runs beneath the site of the plant, and adverse public opinion was too great. The company has not decided to do anything further with the site.

SAN MATEO OUTLINES FUTURE WORK; SMALL JOBS GOING

By BILL RANEY,
MIKE KRAYNICK

SAN MATEO—We are very happy with the results of the choice made by the voters at the polls, and can now be sure that America is in good hands with President Johnson returned to office on his own for a four-year term.

On the local scene, as part of the state of California's \$841 million road building budget for 1965-66, here is a rundown on San Mateo County's share:

Eight-lane Interstate 280 (Junipero Serra Freeway) between Eastmoor Ave. in Daly City and .5 mile South of Arroyo Dr., West of South San Francisco, a distance of 3.3 miles; \$8.6 million; Eight-lane Interstate 280 between Summit Dr., in Hillsborough and Larkspur Dr., in Millbrae, 2.2 miles; \$4.2 million; eight-lane bridge across San Mateo Creek on Interstate 280; \$68 million.

This should give you an idea of what to expect in the future. Some new jobs going around now include: Baldwin-Warren Co., of San Francisco, doing a \$500,000 job for Cabot, Cabot and Forbes with Madonna Construction sub-contracting most of the dirt.

Hydraulic Dredging is doing a \$100,000 harbor improvement job at the Port of Redwood City. Nick Carlson is "pushing" the "Papoose." Don't rush; he expects to be moved out again by December 1st.

Lowrie has a \$100,000 street

job in South San Francisco to add to other work.

Luhr & Wendt is wound up here at Serramonte. It was a good job for the Brothers. J. R. Ramos has the underground at this site, keeping about 15 Brothers busy.

Peter Kiewit is nearly finished with the Linear Accelerator job in the Stanford Industrial Park.

William A. Sundt has a large money job there but very little dirt work in it.

Foster City is still "frantic" with hundreds of subs working as well as a few big companies.

The San Mateo Bridge has smoothed out to a point where there is little turnover. We know of one Brother who has already earned \$19,000 as of October 1st, and expects to "tap out" \$24,000 before the year is out. He looks tired though and has earned every penny of it.

Blood Bank Day, October 10th, was out a success. The Teamsters and Plumbers tied for top place with over 40 pints apiece. We got 6. We are very thankful to the following:

Terry Murray, Earl Knier, Mike Kraynick, Erlene and June Seim Alfred Crane, Albert Weiser, Norris Cummings. Terry Murray and his able-bodied son also were on hand early the morning of Blood Bank Day to assist in setting up the station to accommodate the donors for the usual breakfast.

DISTRICT MEETINGS

November 10 Sacramento
November 12 Oakland

DISTRICT 5

Fresno—Dec. 1, Tuesday, Engineers Bldg., 1351 Bennett Ave., 8:00 p.m.

DISTRICT 10

Santa Rosa—Dec. 3, Thursday, Veterans Bldg., 1351 Bennett Ave., 8:00 p.m.

DISTRICT 12

Salt Lake City—Dec. 11, Friday, Teamsters Hall, 443 So. 6th East, 8:00 p.m.

Reno—Dec. 12, Saturday, Musicians Bldg., 120 W. Taylor, 8:00 p.m.

Contractors Finishing Work In High Country Around Capitol

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

SACRAMENTO—While contractors in this district exert every ounce of production to finish several projects before Winter weather hits, the out of work list is very small. During the month, over 500 dispatches were made, and the work picture for 1965 appears very prosperous for our Engineers.

In the "high country" jobs are winding-up fast with Guy F. Atkinson, Fredrickson-Watson and Granite finishing first. Our members have had long hours and steady work here, and if it were not for the weather, they'd still be there. Snow has fallen this past week, the first of the season.

Jackson Meadows, Faucherie, Rollins Dam and Dutch Flat Dam are closing down as the projects are taking shape, while French Meadows dam should wind up in three weeks. Hell Hole is just starting. Tunnel crews are burrowing around the clock. Earl Anderson "holed through" at Hell Hole, and the American River tunnel at Hell Hole is almost at a stand still while the crews apply concrete. Most crews have moved to Middlefork surge shaft and Brushy Adit.

In Carmichael, the Dorfman Pipeline Co. won a sewer line project with a low bid of \$500,000, and work should start shortly.

At the new county Metropolitan airport, 25 Engineers are laying the ground work for the terminal building pad. Fredrickson and Watson Construction Company is the contractor and set up the shop in an abandoned dairy barn. N. P. Van Valkenburgh, recently completed its pipeline job in Natomas, will do most of the underground work on the new airport.

Stolte, Inc. was low bidder at \$1.2 million to construct the Capitol Mall, which is part of the Second and Third Street Freeway through Sacramento. Award of the contract should be made shortly.

Most shops throughout the area are busy. The Brothers at Clarks Welding are all busy building rollers, tracks, idlers and about anything that is connected with earth moving equipment. They have built a portable light tower that is outstanding.

Over in the Davis-Woodland area the work picture is about the same as Sacramento. The subdivision work is real slow. Teichert and Lupen and Hawley both have a small pipeline in the Davis area. McQuire and Hester also have a good pipeline job in the Davis area but have not started it at this writing. Around the campus itself Syar & Harms is finishing up the bridge and street job; Guy F. Atkinson, Nommellini and Continental-Heller are busy on their buildings.

PLACERVILLE AREA

Walsh Construction Company is working at the Jay Bird repairing a small job. They are

the prime contractors on the White Rock Tunnel.

On November 5 the new freeway job will be let east of Bass Lake on Highway 50. This will be a good winter job due to the rock cuts to be moved.

Plumas Development Company is working on a state job east of Cool and are doing a very good job. This company is out of Marysville.

Hevy Construction Company has finished up their housing project on Highway 50 and have moved some of their equipment to Placerville on another small job. This company had a bad accident on a turnpull on Highway 50, which claimed the life of Brother J. B. Glendenning.

Del Cable Company is finished at the El Dorado Hills. We still have a few mechanics working on equipment at the yard. The company is talking about a new hand development job starting in the same area.

Granite Construction Company was low bidder on the Deer Park Housing project which will last through the winter. They are still working hard on the Freeway job going through Pollock Pines. Their crusher is also in full swing working two shifts.

Also Joe Vicini and Bennett Murray are working small jobs all over the Pollock Pines and Placerville area keeping their old members busy.

Eureka Buzzing With Work; Call Out for Blood Donors

By RAY COOPER and
CURLY SPENCE

EUREKA—Another month has gone by and we are happy to report that all the Brothers are working and will continue to do so until old man winter sets in on us. No new large projects will be starting until next year but there is plenty of work going on to keep everybody busy.

There have been many small County storm damage jobs this year. These jobs have kept full crews busy for smaller contractors in the area. Burman & Sons have had jobs at Ruth Dam, Bald Hill road near Orick, Maple Hill road and are now working on the Kneeland road. Tom Coy has completed his smaller jobs and has moved into what could well be a winter show in the Willow Creek area near Salyer.

A. K. Tonkin is in the finishing stages of the storm damage repairs in the Bridgeville and Blocksburg area. Marlin Tryon also has work in the Bridgeville area. John Petersen has kept his crew of Engineers busy all season and is now finishing the site clearing and grading for the Conservation Center at Dean Creek. He also has a rock job at Salmon Creek and a storm drain job in Camptom Heights.

AROUND EUREKA

Mercer Fraser Company, Acme Paving and Hooker Company are completing small paving jobs.

The Klamath area is buzzing with activity. With weather permitting, it looks like Wunderlich Co. may complete their job this year. C. K. Moseman and Geriweck Pomeroy, busy getting their piling driven for the bridge across the Klamath river, while Granite still goes long hours working on the approaches.

Up in the Crescent City area, Dave Scott is putting in a pipe line from the oil tanks to the Citizens Dock. Shellmaker Dredge has completed their dredging in the Crescent City Harbor and are moving their dredge, "Vanguard," to Sacramento. Clifford C. Bong has completed the placing of tetrapods and rock on the Crescent City Jetty.

Pelican Bay Construction, V & R Construction, North Coast Paving, Schwieler Concrete, Lew Lin-

coln and other owner-operators keep several Engineers busy in the Crescent City area.

Arthur B. Siri Company is making good progress on their interchanges and overhead crossings in Arcata and working on the Airport road, connecting the Arcata and McKinleyville Airport to the new McKinleyville freeway.

The Brothers on the Blue Lake project, for Granite Construction Company, have efficiently and rapidly moved 2½ million yards of dirt to put this job ahead of schedule.

Morrison-Knudsen Company had a slow down on the Sylvandale to Dean Creek freeway while Mercer Fraser Company was completing the south bound lanes. With the Highway 101 traffic on the south bound lanes, Morrison-Knudsen is now completing the north bound lanes.

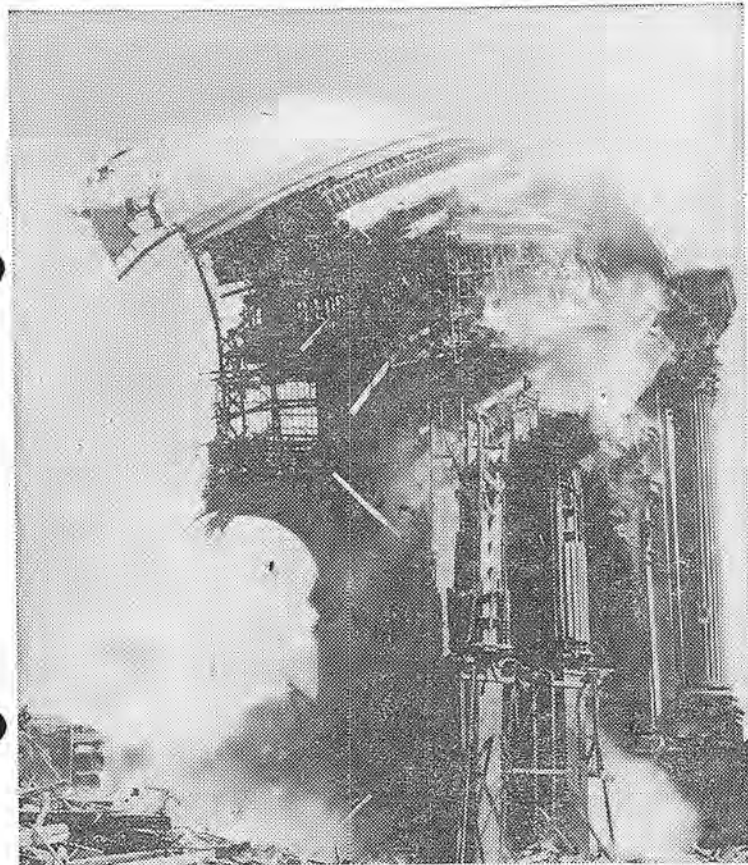
Looking from Eureka across Humboldt Bay to Samoa peninsula, you see buildings and smoke stacks rising into the sky, indicating the fast progress being made by Hoffman Construction Company, and sub-contractors on the Georgia-Pacific Pulp Mill.

Next door to this construction beehive, you'll see Brother Engineers on the 'cat and cans' and compactors for Fred J. Maurer and Sons, doing the clearing and site preparation for the new \$45 million Crown-Simpson Pulp Mill, which we hope will start construction this year.

Getting "blood out of a turnip" sounds difficult and impractical. Our basic need is for "human blood," and we want to remind all men who call themselves Operating Engineers that an accident or serious illness may happen at any time and to any one. In such times, it is usually necessary to tap the blood bank, and we need blood badly. Why not "bleed" a little now when you can afford it? It won't hurt, and may save a Brother Engineer's life!

We are still holding checks for the following: Herbert Anderson, Don Mann, Harold Stevenson, Larry Stoehr, and Frank Storage.

To the families and friends of our departed Brothers, Fred Ginesi and M. R. Shampang, we extend our sincerest sympathy.



PALACE DOME . . . Aaron Wreckers pull down the last portion of the Palace of Fine Arts building. This historic San Francisco landmark was constructed for the 1915 Pan Pacific World Fair, and will be rebuilt at a cost of \$7 million.

Credit Union Open For Nevada Members

By BILL METTZ

The first Credit Union Educational meeting was held in Reno, Nev., on October 15, 1964. The meeting was well attended and a great deal of interest was shown in the credit union. A number of Engineers and their wives enrolled in the credit union after the meeting adjourned.

Every member or employee of Local No. 3, in the state of Nevada, their spouse, or any blood relative living within their household may become a member of the credit union.

The credit union records show an upswing in new memberships from the Silver State, and we take this issue to let you know that any member of the credit union may apply for a loan. All loans are reviewed by the Credit Committee in San Francisco. The committee meets on Monday of each week, and approved loans are mailed to the District or Sub-office for distribution.

As of October 15, 1964, we had 2,070 members with \$187,378 in their share accounts and \$161,799 in outstanding loans.

The following loans are a few of the types offered by your Credit Union:

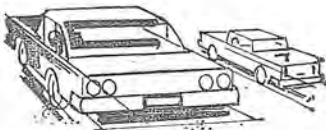
TYPE I—UNSECURED LOANS

If you have been a member of or employed by Local No. 3 from:

- 0 to 2 years—maximum of \$250.00
 - 2 to 5 years—maximum of \$500.00
 - 5 years and over—maximum of \$750.00
- with up to 18 months to repay.

TYPE II—AUTOMOBILE LOANS

New—80% of the total sales price with 36 months to repay



Used (5 years old or newer)—70%-90% of the whole-sale bluebook value with up to 30 months to repay

TYPE III—TRAILER HOUSE LOANS

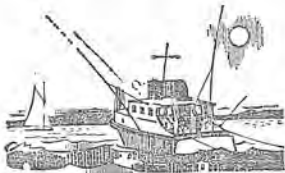
New—80% of the total sales price with 60 months to repay



Used (5 years old or newer)—70%-90% of the whole-sale bluebook value with up to 48 months to repay

TYPE IV—BOAT LOANS

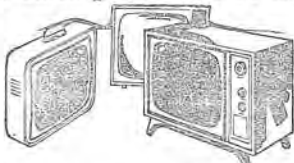
New—80% of the total sales price with 48 months to repay



Used (4 years old or newer)—80%-90% of the ap-praised value with up to 36 months to repay

TYPE V—NEW APPLIANCE LOANS

90% of the sales price with 36 months to repay



Loans II through V must be fully protected for actual cash value with not more than \$100 deductible, including comprehensive, fire and theft with loss-payable clause in favor of the Credit Union.

Insurance must be obtained prior to the issuance of the check, and must be kept current for the full term of the loan. In the case of Boat loans, the appraisal must be made by a competent marine appraiser. Incidentally, your share account may always be used as security for a loan. Remember, all loans must be for a "provident purpose," and must be processed through the District office in which the member lives.

BOOK NUMBER (TO BE FILLED IN BY THE TREASURER)

DO NOT WRITE ABOVE THIS LINE

MAILING ADDRESS CITY (ZONE) STATE

LOCAL NO. 3 REGISTER NO. RELATION TO LOCAL #3 MEMBER DISTRICT NUMBER

SOCIAL SECURITY NO. TELEPHONE NUMBER

DATE OF BIRTH MOTHER'S MAIDEN NAME

I hereby make application for membership in the OPERATING ENGINEERS LOCAL UNION #3 CREDIT UNION and agree to conform to its laws and amendments thereof and subscribe to at least two shares.

PRINT NAME: SIGNATURE:

This application approved by - (Membership Officer) (Exec. Committee) (Board of Directors)

DATE: SIGNED: (Secretary; Executive Committee Member; or Membership Officer.)

NOTE: (strike the two which do not apply)

APPLICATION FOR MEMBERSHIP (Front)

All spaces of this side must be filled in by the applicant except the very top and very bottom of the card.

Note: Engineers who have received two of these cards with their dues card should fill out only one application card. The extra card is for the spouse or relative of the Engineer. The minimum amount for membership is \$11.00 and must accompany this card to San Francisco or your District office.

JOINT SHARE ACCOUNT AGREEMENT

The OPERATING ENGINEERS LOCAL UNION #3 CREDIT UNION is hereby authorized to recognize any of the signatures hereto in the payment of funds or the transaction of any business for this account. The joint owners of this account hereby agree with each other and with said Credit Union that all sums now paid in on shares or heretofore or hereafter paid in on shares by any or all of said joint owners to their credit as such joint owners with all accumulations thereon are and shall be owned by them jointly with right of survivorship and be subject to the withdrawal or receipt of any of them and payment to any of them or the survivor or survivors shall be valid and discharge said Credit Union from any liability for such payment. Said joint owners do further agree that any amounts added to this account by reason of any Life Insurance shall be paid to the surviving tenants or joint tenants who are hereby designated as the beneficiary or beneficiaries of such insurance.

Any or all of said joint owners may pledge all or any part of the shares in this account as collateral security to a loan or loans.

The right or authority of the Credit Union under this agreement shall not be changed or terminated by said owners, or any of them except by written notice to said Credit Union which shall not affect transactions theretofore made

MEMBERS SIGNATURE: Joint

Dated: Owners

Joint Account Number

CONSENT OF SPOUSE

(To be completed if joint tenant or joint tenants are other than the spouse of member)

Approved and Consented to

Dated: Spouse of

APPLICATION FOR MEMBERSHIP (back)

This side is to be completed only if a joint account is desired. Note: Joint owners do not have a vote, are not insured, and cannot borrow from the Credit Union. Only members enjoy these benefits.

DESIGNATION OF BENEFICIARY

The undersigned, a member of the Credit Union hereby designates

relationship, if any as his beneficiary to receive any and all amounts paid under the terms of the Group Life Insurance Contract, Life Savings Plan of the Cuna Mutual Insurance Society to said Credit Union.

Account No. Dated: 19

Address of Beneficiary

MEMBERS SIGNATURE

NUMBER STREET OR ROUTE CITY STATE

CONSENT OF SPOUSE

(To be completed if Beneficiary is other than the spouse of member)

Approved and consented to

Dated: 19

Spouse of

DESIGNATION OF BENEFICIARY

This card is to be completed by the member if he so desires. Note: It is possible to have both a joint account and also to designate a beneficiary for the account.

Obituaries

Name	City	Init. Date	Date of Death
Thomas Beck*, Pittsburg, Calif.		12-22-63	9-28-64
C. L. Benedict,			
So. San Francisco, Calif.		8-13-23	10-4-64
Mario Bonello, Price, Utah		11-8-59	9-13-64
Grover Clay, Lincoln, Calif.		7-11-53	10-14-64
Wm. Cody, Folsom, Calif.		8-7-60	10-20-64
Walter Crane, Colma, Calif.		11-7-42	9-28-64
Robert Cromwell, Fallon, Nevada ..		10-4-58	9-12-64
F. A. Earnest, San Jose, Calif.		7-13-63	10-25-64
Otis Gardner, Redding, Calif.		9-8-51	9-26-64
J. B. Glendenning*,			
Sacramento, Calif.		6-30-59	10-14-64
Donald Hart, Project City, Calif. ..		7-7-51	10-9-64
George W. Jones*,			
Los Banos, Calif.		(unknown)	10-23-64
George Juhasz,			
No. Sacramento, Calif.		5-1-43	9-21-64
W. R. Kissell, Sacramento, Calif. ..		11-6-43	10-10-64
Don Misener, Valley Springs, Calif. 4		9-61	9-24-64
Clements Mora, Forestville, Calif. ..		6-6-42	10-15-64
Joe Pereria, San Jose, Calif.		11-29-37	9-28-64
J. D. Preston, Redding, Calif.		1-6-40	9-30-64
Aaron Rasmussen, Byron, Calif.		12-6-41	10-20-64
Richard Sechler, Concord, Calif. ..		1-4-58	10-9-64
LeRoy Shafer, Grass Valley, Calif. 12		13-58	9-9-64
M. R. Shampang, Sr.,			
Brookings, Oregon		7-7-56	9-21-64
Edmund Steele, Salinas, Calif.		11-1-38	10-19-64
R. A. Toafili, Nanakuli, Hawaii		2-3-63	8-15-64
Frank Williams, Yuba City, Calif. ...		5-4-46	10-8-64
Jack Williams,			
So. San Francisco, Calif.		10-5-57	10-7-64

More -- Personal

Continued from Page 6—

SACRAMENTO

We extend our sincere appreciation to the 17 blood donors during the month. They are: Donald and Kathryn Belden, James Bragg, Al Cooley, Bennie Ellsworth, George Haskins, Clem Hoover, Ron Jones, Jim Lacert, Bill MacFarland, Ernest Remington, Bob Savage, Carl Schlink, Richard Smart, Vurel Thomas, Fred Wachtel and R. R. White.

Our sincere sympathy to the friends and families of the following Brothers who died recently: Grover Clay, J. B. Glendenning, George Juhasz, William Kissell and LeRoy Shafer.

SANTA ROSA

Our sincere sympathy to the widow and family of Brother Clem Mora, who died recently. We lost a fine sportsman and friend and a man who took pride in being an Operating Engineer.

Thanks to Brother Sam Cooper for the blood donation; best wishes to new fathers, Brothers Bob Brown and Philip Bourns.

OAKLAND

Brother A. L. Dethlefs, recently appointed steward for Independent Construction Co., is going in the hospital for major surgery and will be laid up approximately two months.

Brother Leonard Wood suffered a broken neck in a fall while picking almonds at home, and will be laid up until after the first of the year. Brother Wood had been working on the Plombo job on Bear Creek Road.

Brother Bruce Hinds, injured on the job last month, is now at home recuperating from a broken back.

Brother Doc Booth is laid up at Fairmount Hospital in San Leandro. We know his many friends join with us in wishing him a complete recovery from his illness.

STATEMENT OF OWNERSHIP, MANGEMENT AND CIRCULATION (Act of October 23, 1962; Section 4369, Title 39, United States Code).
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 Total no. of copies distributed: 34,000 — 34,000.
 I certify that the statements made by me above are correct and complete.
 AL CLEM, Bus. Manager

SENATOR KUCHEL CITES OJT PROGRAM

Continued from Page 2—

was not enough equipment for the number of trainees. A ratio of 1 piece of equipment to every 5 trainees was needed, but only 1 to 10 was provided. Therefore, training groups were divided into two sections, a.m. and p.m. One section of 10 trainees and the instructors went to the field in the a.m. to use 2 pieces of equipment while the p.m. section and their instructors remained in camp for technical instruction.

However, the intended nature of this project was primarily in-the-field, on-the-job instruction. There was not enough technical instruction required, available, or pertinent to keep the trainees occupied for a half a day. Technical instructions could easily be accomplished in not over an hour per day, in the field with the equipment.

The schedule for training days ran as follows:

Rise at 0600.
 Breakfast, 0645-0730.
 Muster, rollcall, announcements, etc., 0730-0745.
 A.m. section to field; in buses, 0745; p.m. section to camp buildings for technical instruction.
 All instruction begins, 0800.
 Lunch, 1200-1230.
 Mail call, 1230-1245.
 P.m. section to field, 1245; a.m. section to technical instruction.
 Instructions resumes, 1300.
 Dinner, 1700-1730.
 Mail call, 1730-1800.
 Evening training sessions begin (described below), 1800.

Some trainees were quite proficient in one phase of the industry only and were therefore unemployed about 50 percent of the time. While at Camp Roberts, these trainees were able to acquire additional skills. However, their special talents were also of benefit to trainees lacking those specific skills. During the evenings special training sessions were arranged with these trainees teaching others their specialty. For example, a top welder would instruct others in the evening while, during the day, he took training on loaders. Evening training was set up in grade setting, welding, survey, plans and blueprint reading, and maintenance. In this way, trainees could benefit in several training areas during the 6 weeks.

In addition to these evening training sessions, programs were arranged in other areas. Films were shown on safety, mechanical operations, and maintenance. Army films were borrowed on construction equipment, safety, first-aid, and field maintenance. Various equipment dealers loaned films and other training devices on their particular lines as well as lecture records used with a slide projector on special equipment. The California Highway Patrol sent in an officer, Mr. Jerry Fredericks, to lecture and show a film on highway safety. It was outstanding. Camp Roberts sent the base fire marshal over to give a demonstration and lecture on fire prevention and firefighting.

The post engineer at Camp Roberts, Major Wall, was particularly helpful in supplying plans, blueprints, maps, topographical surveys, and specifications for training. The engineering office also provided an auxiliary pump in the field to fill the water supply tank.

The project proposal provided for the benefits of this training to revert to the public good—hence the use of Camp Roberts as a training site. The following are some of the improvements rendered the U.S. Army at Camp Roberts as a result of this training program:

1. Three earthen dams for water conservation for wildlife and sheep on the reservation. The three dams are 15,000, 17,000, and 40,000 cubic yards. Spillways were made for two dams.
2. One mile of road was leveled, widened, compacted, and graded.
3. An area 2,000 feet by 1,500 feet was leveled, compacted, and graded for any future use the Army may decide.
4. A mock village, used for training exercises by the Army, was completely removed and buried as it had become a safety hazard.
5. Several concrete bunkers and walls were likewise buried.
6. The post garbage dump was cleaned up and buried and two additional burial trenches were dug 500 by 15 feet wide by 12 feet deep. Earth was stockpiled nearby for easy coverage.
7. A dangerous intersection was removed and rebuilt to freeway specifications. This dirt road in the post training area caused many accidents due to large hill which obscured drivers' view. The hill also made a section of the road narrow and dangerous. Therefore—
8. The hill was removed and used for fill to improve the road, the intersection, and so forth.
9. Material was spread on 3 miles of tank road.
10. Trainees on the loaders loaded material on Army trucks for numerous projects.
11. River rock was stockpiled for future use by the loader crew.
12. Trees and brush removed from training areas were strategically piled for wildlife refugees as part of the Army's game conservation program.
13. Fifty cubic yards of topsoil were hauled to a radar station 4 miles away.
14. A new material pit was opened for future use.
15. And many more.

HOUSING

Trainees were housed in two 70-man barracks and one 50-man barrack — 1 and 2 to a room. All essentials were checked out from the Army. A 22-man BOQ barrack was set aside for instructors.

MAIL

Delivered to Camp Roberts Post

Office and picked up twice daily by mail clerk deputized by the postmaster, Paso Robles.

RECREATION

A serious problem. The nearest theater was in Paso Robles, 16 miles away, at a price the unemployed hesitated to pay with families at home, and even if they did there were only two different movies weekly. Camp Roberts personnel would have liked to open their base theater and NCO club to the men to boost faltering reserves, but Colonel Settle, the camp commander, informed those in charge of the training program that this was prohibited under the lease arrangement and Army regulations. Permission has been granted to use these facilities for any subsequent program. The Army learned a long time ago that if recreation isn't provided for the men, they usually find some unacceptable diversion elsewhere, which only causes trouble.

LAUNDRY

Bed linens were picked up weekly by local private firms. Personal laundry done in nearby town of San Miguel or Paso Robles.

GRADUATION CEREMONIES

Two were held—one on March 6, and another on April 17, with specially printed cards issued by the union in recognition of the training received. Quite an occasion was made of the event with the usual publicity. Industry leaders were present to speak and award cards.

SAFETY

In addition, Mr. Jacob Gold, safety expert with the Bureau of Labor Standards of the U.S. Department of Labor visited the facility and lectured on safety for 1 day. A fulltime safety-first-aid man was always present. Special arrangements were made with doctors and the hospital in Paso Robles. There was no time lost due to accidents in the entire program. Flu accounted for some sick time during the project, but only 10 men had to see a doctor. In the Paso Robles area, this past spring, flu was near epidemic proportions. The trainees escaped this. This is largely due to the high degree of sanitation maintained by the Marine Cooks & Stewards. Indeed, the U.S. Public Health Service inspected the facilities and reported them among the cleanest they had ever inspected.

SPECIAL SERVICE

The California Vehicle Code requires operators of heavy equipment to have special endorsements on their drivers' licenses to "road" or operate heavy equipment on the highways. This is usually difficult to get. Department of motor vehicle personnel must visit construction projects and get attestments from employers as to a man's ability and witness his operation of the equipment. Both the department and the employer are jealous of their time to spend it on a few individuals, or shut down a job for inspection in mass. Yet, many men lose employment for lack of this endorsement. Therefore, the department of motor vehicles sent personnel to Camp Roberts to issue these endorsements to trainees in mass. Time was available at Camp Roberts for demonstration of ability on equipment. This one item alone improved employability of most trainees.

HEAVY DUTY MECHANIC PROGRAM

The original proposal called for 20 trainees for the heavy duty mechanic program. It was found that there was more interest in this area than expected. The number of trainees allocated for this area could have been tripled and still not satisfied the demand. A complete machine shop was set up to rebuild loaned equipment and to maintain leased equipment used in the program. An example of the type of work done involved a motor grader which had been wrecked on a construction project and burned. The insurance company settled with the owner and put the wreck on the auction block. The original owner, Frank Pozar of Fresno Paving, purchased the machine back from the insurance company and sent it to Camp Roberts for rebuilding. All parts needed for this rebuilding operation were paid for by Mr. Pozar. This made an ideal training project for the machine had to be rebuilt from the ground up. It required 6 weeks' labor. When the motor grader was in operating condition it was donated, free of charge, to the training program for use in the field, for the remainder of the program. This was a situation which benefited an important contractor in the area as well as the operating engineers' program for a rebuilding operation of this sort would have been out of the question in view of current labor and parts costs. As a result of this mutual cooperation, the contractor received a useful piece of equipment at a nominal cost to himself and the engineers received valuable training not otherwise available.

Another important aspect of this phase of the training was that it allowed older men in the industry, who were becoming physically unable to keep up the pace on equipment, to learn another valuable skill within the industry in which to serve out the balance of their years. One man with a wooden leg has found new hope for employment as a result of this training.

SURVEYORS' PROGRAM

Here, again, 20 trainees were allocated for this phase of training and again the interest generated was more than could be satisfied in this program. The Army insisted that all work undertaken on the reservation be built to the specifications of the post engineers. It became the task of this training team to lay out the projects and do the survey work necessary before the equipment operators could move in.

In addition to the projects completed for the Army, outlined above, a six-lane freeway with divider strip was laid out by the surveyors, as well as a small housing tract. This tract

included building plots on different elevations which included easements, sidewalks, curbs, and gutters, sewerlines, etc. Interest among the trainees seemed to be highest with this group. They were the first ones on the job in the morning and the last ones in from the field at night. After dinner, in the evening, night instruction began on a voluntary basis with both the instructor and the trainees. This became an everynight affair.

Here, too, older men expressed a high degree of interest. In any subsequent program, I feel this area of training should be expanded.

From the outset of the program, guests were a daily occurrence. People from all over the State came to see what was going on at Camp Roberts; Army personnel, State employment service representatives, youth consultants, correctional institutions' personnel, social welfare representatives, contractors.

In view of this interest, an open house was planned on March 13, 1964, for all interested parties. Hunter Wharton, IUOE president, was the special guest. The Marine Cooks & Stewards' trainees prepared a special luncheon a la a captain's banquet on board ship. No one could believe such a feast could come from an Army messhall. The menu included salads and appetizers of all varieties, standing prime sirloin, roast beef, shrimp Newburgh, and divers cold roast and game. For dessert there was cherries jubilee, rainbow parfait, and assorted petit fours and French pastries. The guest book read like a who's who of the building and construction trades unions, Associated General Contractors, Engineering Grading Contractors Association, maritime, city, State, and Federal Government representatives, State legislators, and Army personnel.

On April 17, 1964, the program was completed. Barracks were closed, and the mess hall was deactivated. Colonel Settle assured the Department of Labor that the program would be welcomed next year, for all concerned were perfect guests. But should the program be continued? Were the results worth the investment? Many, many letters have poured in attesting to the value of this program, but what of the trainees?

For the Marine Cooks & Stewards program of 35, 33 trainees successfully completed and were issued seamen's papers. Within 6 weeks of completion, 32 trainees were employed on American-flag ships. One man was unfit for duty due to a broken leg. These were young men who, 12 weeks before, had never had an occupation, had little to look forward to, and possessed no skills. Now they were respectable members of an honorable industry paying their fair share to society. The cost? A little over \$28,000, but a sum recovered within the first year through income taxes and savings from unemployment compensation. But how can you measure a man's life in dollars and cents? This training literally saved some lives by giving self-respect and a chance.

For the operating engineers reports from contractors who have hired the trainees indicate a high degree of satisfaction. Many show outstanding leadership ability and self-confidence with potential of becoming foremen. Last year these same men were discharged for inefficiency.

Two hundred and seventy men completed training from the program designed to accommodate 300. A survey of completing trainees conducted by the California Department of Employment indicated a large majority felt the training helped them in their jobs. But word of mouth from a trainee to his fellow workmen on the job is perhaps the best indicator of all. Engineer business agents report the degree of interest from members in a new program almost unbelievable. A new program proposal designed for 500 men is pending before the Bureau of Apprenticeship and Training. This will accommodate but a small percentage of those showing interest. Why? Because men in the field can see the difference, both in skill and pay, between those who took training and those who did not. The additional taxes paid on the higher wages earned by these trainees, the less unemployment benefits paid, the new apprentices brought into the engineers award winning program from the unemployed, and savings to the contractor will more than offset the small investment made by the Government. Indeed, the benefits which accrued to the Army at Camp Roberts more than paid for the program. Of a training budget of \$240,000, the engineers economized and received donated equipment which resulted in nearly \$20,000 being returned to the Government.

Can success be measured in interest? Inquiries have come into the Bureau of Apprenticeship and Training for assistance in many States. Using deactivated military bases for youth training centers no doubt was inspired in part from this program.

In January 1963 Secretary of Labor Wirtz told a small gathering of Labor Department officials in San Francisco, "I want new and novel approaches to training undertaken to combat unemployment." Mr. Al Clem of the Operating Engineers, Mr. Ed Turner of the Marine Cooks & Stewards, General Brown of the 6th Army, and Mr. Hugh Murphy of the Bureau of Apprenticeship and Training certainly took Secretary Wirtz at his word. They should all feel justly proud of their outstanding staffs for making the Secretary's word a reality. For no training idea is newer and nothing more novel than seeing a building and construction trade union, contractor's associations, maritime union, shipowners, the Department of the Army and the Department of Labor joining forces for a common objective.

I commend all who participated in this worthwhile effort at the local, State, and national levels. It is a sound guideline for the future.

Frostbitten Nevada Extends Credit Union Membership

By N. A. CASEY, GAIL BISHOP,
JACK BULLARD, and B. J.
"BU" BARKS

RENO—The great Silver State is beginning to feel the bite of winter. Work is still going full blast and nearly everyone is working. The mornings are cool but the days warm up and the outlook is bright if the snows hold off.

Brother Bud Jacobson stopped by to pay a visit recently. Brother Bud, who is well known and respected among Nevada members, has had a long siege of illness and was operated on several times for a stomach disorder. He has lost a great deal of weight, but he is gaining it back and his spirits are high. We hope to see him back on the job soon.

The members ratified the Anaconda agreements, which were negotiated jointly with the Teamsters, Laborers and Electricians.

The Operating Engineers Credit Union has been set up in the State of Nevada. The Credit Union was made possible through the efforts of the officers of Local 3 to help the members save on loan interest and to provide a safe and secure place for savings. All savings and loan transactions may now be handled through the Reno office, or your savings may be mailed directly to the Credit Union office in San Francisco. Loan applications are available at the Reno office, and must be handled through the district in which you live. If you desire more information concerning your Credit Union, call or write to the Reno office or contact the Business Representative on the job.

The Vista job, of Interstate 80, has been completed and the Thisby Chommell change is nearly complete.

The Isbell Company is now moving on the Wabuska State Road 95 job. This job will be good all winter for about 50 Engineers.

The Nomellini Construction Company, of Stockton, Calif. is starting a \$5 million sewer job, which will help the work situation. George Miller Company will do the excavation work.

Robert L. Helms Construction Company has a lot of sub-division work under way. The company has some underground work under way, with a large one to start in the next ten days. This total job was \$12 million, but the bonds must be sold before work may be started.

Earl Manley, Incorporated, completed the Horizon Hills grading at Stead Air Force Base. T. A. B. Construction Company is doing the underground work, and we are keeping several Engineers busy.

Weichmann Engineers is also doing sub-division work after completing the Stadium at the University of Nevada. Weichmann also has some equipment on the gas lines at Yerington and Elko.

The George Griffall Company is cleaning up the Convention Center and doing the excavation for the new Casino Center on South Virginia. They are also doing some sub-division work and excavation for the new Woolworth Building in down town.

The Wells-Matich job is about to be completed; the grade is be-

ing finished and the oil laid. This has been a good job for several Engineers since last February.

The work picture remains very good in northeast Nevada with contracts racing weather along the U. S. 80. Industrial Homes has two jobs west and east of Battle Mountain completed as is the Vinnell job that employed so many Engineers for so long. Ed Dorflinger and Rep Kramer are the only two familiar faces left. Also, Hoover-McGhan wrapped up the "Secret Pass" job well in advance of the snow.

Wells Cargo is in full swing at Dunphy and the Brothers on the scrapers are free from sunstroke. The temperatures average about 18 at present with a cooling breeze. Brother Riley, oper-

ator of one of the scrapers, is also Steward.

Bechtel Gold Mill at Carlin is operating with full employment. This is a fairly steady job with completion due in April, 1965. Brother Byron is Steward on this job. The Isbell stripping contract at the same site, has also offered good employment in this area.

John Hesselgesser is home from Elcho Hospital but is still under the care of his doctor. He was injured in the accident on the Vinnell job that resulted in the death of the driver. Brother

Hesselgesser continues to be in good spirits however.

Jack Bullard, Business Representative Area 4, has moved to Lamoille. His address is P. O. Box 13 and his phone number is 753-2551. This move was made in order to better serve the Brothers in that area.

Cabildo Pipe Line, with 110 miles of 6 inch and 30 miles of 8 inch gas line from Elko to Winnemucca, has pushed a right-of-way to the site of the Sand Gravel job. Lloyd Sand is Steward on this job.

Free Checking Account

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

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

BY RETURN MAIL PLEASE FORWARD SIGNATURE CARDS FOR THE FOLLOWING:

CHECKING ACCOUNT: ☐ SAVINGS ACCOUNT: ☐

OTHER: _____

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ADDRESS: _____

REGISTER NO. _____

Mail to:

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

SWAP SHOP: free want ads for Operating Engineers

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.

FOR SALE

CHRIS CRAFT, 21 ft. cabin cruiser, Coast Guard inspected, good condition, sleeps 2, sink, icebox, head, \$2,000. James Nichols, Rt. 1, Box 525, Antioch, Cal., Phone 757-4345. Reg. No. 899424.

FARM, 5 acres, near Grand Junction, Colo., 6-room home, garage, irrigation water, all utilities available. \$6,000 cash. James Redd, Rt. 1, Box 111B, Gilroy, Cal. Phone 842-3464. Reg. No. 724716.

1959 FORD F5 with Powers Utility 8'x11' mechanics bed, 8 compartments keyed alike. Gin pole sockets. Tulsa 18 winch, trailer hitch front & rear, bottle rack & vise stand. This truck ready to go. Low mileage. 1 owner driven. Virgil Anderson, 135 Rose Lane, Los Banos, Calif. Reg. No. 52243.

BELTONE HEARING AID, "Companion" model. Cost \$349—make offer. Don Davidson, 3990 Mira Loma Way, San Jose, Cal. Phone 225-3254. Reg. No. 876154.

LOTS, Kingman, Ariz., near new housing development, 250-ft. frontage, in city limits, all utilities and paved streets, \$4,000 each. Fred Rimel, 2016 Simms Ave., Kingman, Ariz. Phone: SK 3-3317. Reg. No. 695039.

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

MOTEL, 6 units and 3 bedroom, 2-bath house, on 1.41 landscaped acres, between Stockton and Lodi on highways 99 and 50. Filtered pool, \$48,000. Solomon Durrance, 9240 North Highway 99, Stockton, Calif. Phone 477-2245. Reg. No. 253945.

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

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

1964 PRESTIGE MOBILE HOME 20' x50', 2 bedrm., carport aluminum awning 10x30, patio awning 40x10, full alum. skirting, many extras, garbage disposal, extra wide sliding glass door, many more. Will take best offer. Ralph Calaisari, Phone CERES 537-5325. Reg. No. 1148253.

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

DINING TABLE Eastern Rock Maple, with 2 leaves, 4 chairs, \$150. (will include 6x9 oval braided rug & pad); butterfly coffee table \$25.; solid oak modern bed \$10. W. C. Elliott, 251 Corte Madera Ave., Mill Valley, Calif. Phone 388-3545. Reg. No. 605444.

AUTOMATIC WATER Conditioner—Eureka—never used, 15 gal. per min. cap.—\$600 new—sell \$395 or make offer, after 6 p.m., 369-5727—Geo. Southers, 1933 Bayshore, Redwood City, Reg. No. p04770.

INBOARD 18 ft. \$200. 10 ft. Hydro Plane 10-horse, Mercury \$100. Bert A. Genereux, 2900 Mt. Diablo, Stockton, Calif. Phone 463-3371. Reg. No. 509659.

RUNABOUT BOAT 16', 70 hp, Mercury eng., trailer, ski equip. Good fishing boat. Price \$995. Bobby G. Cooper, 29302 Ave. 13 1/2, Madera, Calif. Phone 674-5457. Reg. No. 1053389.

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

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

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

GAS STOVE w/trash burner, Vibrator chair, each \$25. Dressing table w/large round mirror, \$15. H. W. Keeler, 2231-2nd St., Napa, Calif. Reg. No. 429149.

HOME, 1 bedrm. w/furniture, basement, garage, shade & fruit trees, all fenced, large lot big enough to raise beef. Full price \$5,000 cash. Garland Booker, Box 62, Smartville, Calif. Phone 639-2257. Reg. No. 448639.

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

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

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

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

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

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

HOUSE, 2 bedroom modern, 2 1/2 acres L. H. Harlon, Reg. 429142, P.O. Box 313, Fort Bragg, Calif., Ph. 964-4495.

COMET, 1962—S-22, R & H, bucket seats, automatic, new ww, \$1500 or make offer; see James Whitman, Castle Trailer Ct., Sp. 48, San Pablo, Calif.; Reg. 1053383.

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

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

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

TOOLS, complete, for HD Mechanic, Welder; '61 Stude. 3/4 pick-up, 4 speed, 289 motor, Budd wheels, 21,000 mi. Sell together or separate. M. S. Holderman, Rt. 2, Box 2062, Auburn, Calif.; Ph. 885-3639, Reg. 271558.

HOUSE TRAILER, 1959, 30', TERRY Modern, tw. beds. Complete with awning, cooler and TV antenna. Sliding glass doors. \$2400. James C. Good, 821 Latimer Ave., Sp. 22, Modesto, Calif. Phone Area Code (209) 523-8979, Reg. No. 652475.

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

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

WANTED TO BUY

H. D. MECHANIC'S hand tools. Please give description and price to: Les Reeve, 53 E. Hillsdale Blvd San Mateo, Calif. Reg. No. 105135.

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