

# Welfare Plan Adds Major Medical; Pensions Raised to \$175 Monthly

## Hospital Room Rate Increases to \$30; Medical Bills Paid to \$5000

Two important Health and Welfare benefit changes were made by the Northern California Board of Trustees this month.

This first change affecting nearly 26,000 California members and their families increases the daily hospital room rate allowable from \$20. to \$30. for semi-private and private accommodations.

The second important change is the addition of a Major Medical program to the present basic hospitalization plan.

The new benefits become effective January 1, 1966, according to Business Manager Al Clem.

The Major Medical plan allows up to \$5000. for a single illness, and will pay 80 per cent of hospital, medical and surgical expenses after the basic benefit plan of the Trust has been paid.

Under the provisions of the new medical plan, the first \$100 is a "deductible" figure. However, in combination with the basic hospital benefit in effect for several years, it is unlikely that major medical expenses will be incurred.

It is the same type hospitalization many white collar employees have been enjoying for several years and gives the Operating Engineers and their families further medical protection

against the high cost of illness and accident care.

As a further note, Business Manager Clem said that eligible members and their dependents all participate individually in both medical health and welfare plans.

Major Medical expenses will include reimbursement for all charges made by a lawfully considered hospital. This includes the cost of surgeons, physicians, graduate nurses, anesthesia, diagnostic, therapeutic, radiology, physiotherapy expenses; supplies including drugs, medicine, blood, artificial limbs and eyes, crutches, oxygen, wheelchairs and iron lungs.

Clem, who is co-chairman of the Board of Trustees for the Health, Welfare Fund, hailed the new increases as "further evidence of the strength of collective bargaining" and the mutual confidence both employers and labor have in arriving at these important decisions.

Clem added that the increases "further assures our members and their families freedom from the disastrous effects of catastrophic medical and doctor bills at a time of income loss due to illness or accident."

The general details of the Major Medical plan will be explained in the new benefit booklet which will be available after the first of the year.

### Information Books Being Compiled

Information booklets detailing the new advances in the Health and Welfare, Pension Trust Fund and Pensioned Engineers' Health and Welfare for Northern California will be printed shortly.

The booklets are expected to be available right after the first of January. If you do not receive one, call your district office.

## Retirement Income Increase Combines With Social Security, Medicare

The Pension Trust Fund Board of Trustees this month unanimously voted to raise the Operating Engineers pension 40 per cent from \$125. per month to \$175 monthly, according to Board chairman Business Manager Al Clem. Currently, there are 731 pensioned Engineers.

In addition a \$250 cash death benefit has been added. This survivor benefit will apply only to those persons on the retirement list on the effective date of January 1, 1966 and after, and is in no way retroactive.

At the same time, the Trustees lowered Future Service Credits for pension participants age 60 and over so that 1200 hours or more of work will provide a full year of credit toward their pension. Quarterly credits were lowered proportionately.

Prior to this lowering of credits the Engineer must have worked 1400 hours, or 350 hours of credit quarterly. The quarterly credit is now 300 hours.

In calculating early retirement, Clem said the reduction factor has been lowered from one-half per cent to one-quarter per cent each month a retiree is under 65 years of age on the date of retirement.

For example, if a man retired two years early at age 63, the reduction factor used would be six per cent less than the full pension of \$175. This would amount to \$10.50 less per month, or a total of \$164.50.

Clem hastened to point out that this revision does not apply to those already on pension, and is not retroactive. The present retiree will get \$175 monthly. If he retired early, his pension will be figured proportionately.

Clem pointed out that with Social Security benefits to a pensioned Operator and his wife, both 65 or more and under full coverage, may be eligible to receive \$374.10 monthly. (\$175 pension from Local 3 and \$199.10 maximum from Social Security).

Relative to "vesting rights" in the pension plan, Clem pointed out that the rules state that "a participant who has attained 55 years of age and has earned at least 10 years of Pension Credit, or 25 years of Pension Credit regardless of age, is vested and cannot lose the credit he has accumulated, even if he has left the industry and is no longer under covered employment."

It also becomes mandatory for the participants claiming vested

—Continued on Page 2

## Health, Welfare and Pension Trustees in Session



**TRUSTEES** — labor and management representatives to the Health and Welfare and Pension Trust gathered earlier this month and voted unanimously to improve benefits for Operating Engineers and their families. In picture

at left, starting from left are: Bert Jacobson, from Martin Segal Co., trust advisor; Felix Siri, Local 3 Business Manager Al Clem (also chairman of the Trust Board); and Bernard Ploehn. At right: Dale Marr, John Marthens, P. H.

McCarthy, Jr., Paul Edgecombe, William Smith, Tom Stanton, Charles Hudson, Don Kinchloe, A. J. "Buck" Hope, Harold Huston and T. J. Stapleton. In back are Siri and Ploehn and C. W. Sweeney, standing.



# Memo from the Manager's Desk

By AL CLEM

## Full Impact of Negotiations

With a great deal of pleasure at this time we can report to you our Local reached a very important milestone in its history during the past month.

As you will note in reading the headlines of this issue of the paper pension payments were substantially increased, and Health and Welfare benefits also received a great boost, in addition to other modifications in fringe benefits, favorable to the members of Local 3 and their families.

To many of us, it means that we are now to realize the full impact of our recently negotiated contract. By these increased benefits, I say to you in all sincerity in the case of the members, and particularly the old timers who have contributed so much towards making Local 3 a respected organization, it pays dividends when we gather with the employers at the bargaining table.

It is indicative by the virtue of the fact that your Negotiating Committee was able to secure these gains for all the membership without a work stoppage, and that the employers respect our Local Union as an organization which truly represents all the members as they should be represented by their officers at the collective bargaining table.

I would be remiss if I did not report to you that these gains would not have been possible had we not had the good fortune to be dealing with men of integrity representing all segments of the construction industry.

As reported in the previous issue of the paper, we concluded the negotiations with Kaiser Hawaii Kai in the Guam operations and arrived at a three year contract, under which employees covered, in addition to receiving a substantial increase in wages, will also be covered by a major medical plan. We are continuing with our organizing campaign in this segment of our Jurisdiction.

### GUAM GOVERNOR OPTIMISTIC

The Governor of Guam was recently in San Francisco and in our meetings with him, he was very optimistic concerning the economic future of Guam.

We are now in the process of endeavoring to organize several equipment shops in the Fresno area, and pressing our organizational campaign in the State of Nevada in the mining industry.

We have recently concluded negotiations with the pile-driving industry in the State of Utah. The results have been ratified by the members, and at this time we have also completed negotiations with the Steel Erectors' Contractors with an agreement covering the four states of the Local 3 jurisdiction, excepting contractors who are members of the Utah AGC.

During December the Executive Board of the Building Trades Department and the Metal Trades Department and our own International Executive Board will be holding meetings in the City of San Francisco and these will be followed by the convention of the AFL-CIO. These meetings always have a great bearing on the destiny of the labor movement in our country.

### WATCH FOR SAFETY MEETINGS

In our last round of union meetings, we note that there were several deaths caused by on-the-job accidents, therefore, we are anticipating on accelerating our Safety Meetings in the near future. The time and place for the Safety Meetings will be announced in a special column of this paper.

We urge all of you to make a special effort to attend these safety meetings, whereby you may pass on valuable information to other members of our union regarding wages and means of preventing on-the-job accidents.

We are pleased to report that within the jurisdiction of our Union where the contract provides that Journeyman Trainees be employed, the program is progressing as per schedule. The most gratifying thing about this is that we are receiving the cooperation of 90 percent of those people involved. Of course, it goes without saying, there are those who take a dim view of the concept of up-grading and improving the skills of the members of our Union and giving them an opportunity to earn a better living as well as becoming better operators.

During the month of October there were 65 regular Business Representative in L.L. (Tiny) Laux, whom I have known for many years. Tiny died quietly at his home, and on behalf of Local 3 I extend sincerest sympathies to his widow, Marie, and many friends.

### LONG AND SHORT AGREEMENTS

During the month of October there were 65 regular agreements signed and 750 short form agreements signed making a total of 815 agreements signed.

## San Francisco Hub of Activity

By A.J. "BUCK" HOPE and WARREN LEMOINE

SAN FRANCISCO — The next time you happen to be in the vicinity of Red Rock Hill in the City, stop in to see the multi-million dollar development by the William J. Moran Co.

The Moran Co. is one of the nation's oldest construction firms with headquarters in San Francisco and Alhambra. A unique feature of the apartments and Towne Houses under development at Red Rock Hill is the fact there is no gas power used. Everything is electric with heating by a one-sixteenth inch wire behind the sheetrock.

The apartments will give an excellent view of the Bay, however, cost of living there may be out of the range of the average Operating Engineer!

George Stewart is project superintendent, and the job is ex-

pected to continue for another eight years.

Ten lanes of slip-form paving for 2.5 miles in the Daly City area is starting on the Junipero Serra Freeway under the guidance of Peter Kiewit & Sons.

The project started in April, 1964 and is expected to "top out" July of next year.

At the peak, Kiewit employed 40 Local 3 men. Kiewit brought in a portable batcher for the paving job, and there are currently 12 operators on the job.

Guy F. Atkinson Co., which has the \$9 million extension from the Kiewit job on Junipero Serra will be hiring its men out of the San Mateo office.

Downtown, Haas and Haynie's Wells Fargo building is rapidly taking its place in the San Francisco sky. This 43-floor building currently is receiving its "face"

through the efforts of Cupples Co., a subsidiary of ALCOA.

Cupples is hanging the aluminum and glass siding. All concrete floor are complete. The men are working six days, and expect to be finished by April, 1966.

Cleveland Wrecking Co. has nearly finished its demolition of Pier 27, and the J. H. Pomroy Co. is driving pile with a floating rig. Completion is set for the end of next year.

Over at the Fox Plaza, where "the greatest show on earth goes on every day," Sheedy Crane Co. is hanging pre-fab concrete siding with seven Brothers on the job six days, nine hours daily. This job should finish about March, 1966.

After many delays and stubborn footing, the Ben C. Gerwick Co. is finally starting the downtown cantilever Bank of California building with the help of Flora Crane Service.

The newest wrinkle to solve San Francisco's major traffic and freeway problems, has been to construct a Marina tube, or "aquatic freeway" which would also double as a seawall for the Marina.

At points along the 4.04 miles of construction, the freeway would be submerged. The plan would start at the present Embarcadero freeway to the Golden Gate bridge.

## Three Generations Of Operators Head Repair Firm

Three generations of Operating Engineers control the destinies of Industrial Welding Service and Sales in Grass Valley, and all during this time have kept ahead of accelerating technological advance and automation.

Darrel Michaelis, his father and son all work in the shop which specializes in 24-hour service to heavy equipment in the field and custom work in the shop.

Louie Katzenberger, a well-known figure in construction, is a welder in the shop.

Michaelis says his firm is fully equipped for all kinds of repair service on a 24-hour basis, and gives overnight service in the field on cats, dozers, pactors, crushers, etc.

Their number in Grass Valley is 273-3482 and are located at Brunswick and Highway 20.

## Retirement Income Upped 40 Per Cent; Register for Medicare

Continued from Page 1—interests to file his name, address and Social Security number with the Pension Trust administration office every two years if he is not working in Covered Employment.

The increased pension was gained through the collective bargaining negotiations with AGC employers in northern California and marks the second increase since May of 1964.

Clem said that it is his sincere desire, and the officers of Local 3, to work for the improved economic status of retiring operators after long years of faithful service to the industry and the Union.



**HANDSHAKE**—on arrival of Guam's Governor Manuel Guerrero, right, this month in San Francisco, Business Manager Al Clem is shown greeting him. The Governor was here to discuss business with Local 3 and with the Dept. of Labor concerning a Youth Corps program in Guam.



**NEW FREEWAY**—Guy F. Atkinson Co. has started the south San Francisco freeway, and shown here is Soule Steel's truck crane placing reinforcing steel in pillar. Note workman at top of pillar.



# ENGINEERS NEWS

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Office: 474 Valencia St., San Francisco 3, Calif.

AL CLEM ..... Editor and Business Manager  
PAUL EDGEcombe ..... President  
DALE MARR ..... Vice-President  
W. V. MINAHAN ..... Recording-Corresponding Secretary  
A. J. HOPE ..... Financial Secretary  
DON KINCHLOE ..... Treasurer

## Seeds of Contract Bear Fruit

The seeds of Summer's collective bargaining is bearing fruit for 731 Operating Engineers drawing their pensions with the announcement this month of a 40 per cent increase in the pension to a maximum of \$175.

The primary aim of Business Manager Al Clem and Local 3 officers has been always to work for the economic betterment of Local 3 members, and particularly for those who, through long service and devotion to the union, have earned a respectable retirement pension to live independently in dignity.

Mr. Clem has been through the ropes of operating equipment himself, and he has been through it during the days when you worked seven full days from sun up until sun down for pennies a day.

He is very aware, and continually conscious of the hardship "that used to be," and drives hard to assure Local 3 members there will be no return to those times.

The increased pension and major medical benefits to pensioners are products of Clem's imagination and determination to help the retired Brother Engineer.

### ENROLL IN MEDICARE BY MARCH 31

The Social Security administration is concerned about the apparent lack of interest shown by retired persons, age 65 and over, in the recent adoption by Congress of the Medicare program.

They asked us to request all retired Engineers, and those expecting to retire by July 1, 1966, to visit the nearest Social Security office and enroll for the program prior to March 31 of next year. Don't put it off; times pass too quickly.

Your Health and Welfare Major Medical for retirees is dovetailed with Medicare, and therefore it is important to be included in the program.

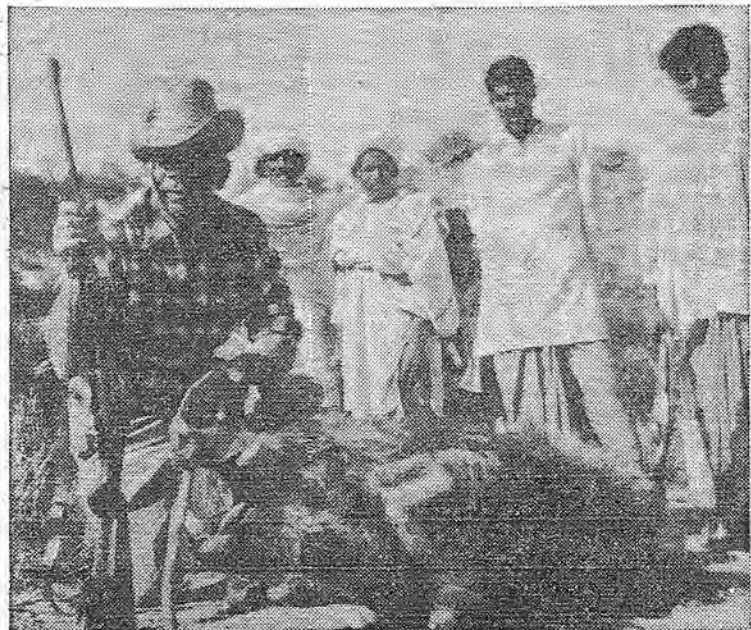
### TRAVESTY OF 'REPRESENTATIVE GOVERNMENT'

The obstructionist tactics of Sen. Everett Dirksen of Illinois, scored a major parliamentary procedural victory in the U.S. Senate by blocking this year's repeal of Section 14(b) of the Taft-Hartley bill, and consequently, has done grievous damage to the basic principles of "representative government."

Dirksen has compounded this travesty by proclaiming that he intends to continue to prevent future Senate consideration of a measure which already has been passed by the House and reported out by a Senate committee.

The AFL-CIO Executive Council this month pledged itself to press its unalterable objective to secure a vote on repeal of Section 14(b) as a responsibility of representative government, and we agree wholeheartedly.

President Johnson has this issue ranked third or fourth on his agenda for the second session of the 89th Congress. It's not too early now to begin flooding letters to your elected Senator from your state urging for a vote and vote for repeal.



**HUNTING**—to shoot a wild boar like this one in West Pakistan, Brother Al Tafolla took along Pakistani "beaters" who flushed the animal out of the thick brush. He's working on Mangla Dam.

## Shakedown



## How to Buy

# Moonlighters, Working Wives Often Create More Big Problems

By SIDNEY MARGOLIUS

(First in a series of two articles on family and financial problems of moonlighting husbands and working wives.)

Two jobs—a husband's moonlighting or a wife's job and sometimes both—are the way families today frequently try to solve financial dilemmas or achieve a higher standard of living.

In many cases the extra earnings dribble away, leaving new problems. A recent survey made of 250 family service agencies, labor and credit union counselors, and Family Service Association of America, showed resentment between husband and wife and parents and children in two-job families is one of the most prevalent trouble-makers of our time.

Understand, this report is not intended as a criticism of moonlighters or working wives. Often two jobs or a working mother are an urgent need in families with marginal incomes and many children.

Nor is it true that the modern shorter workweek is responsible for today's moonlighting. Those who oppose labor's proposal for a reduction in the standard workweek to create more jobs for the unemployed, often argue that a shorter workweek would merely increase moonlighting.

U.S. Labor Department's "Monthly Labor Review" recently reported there were more dual jobholders among workers who worked 41 hours or more, than among those who had a 35-40 hour week.

Real reasons for moonlighting are financial pressures. The highest proportions of moonlighters is found among men aged 25-44 with growing families, and in industries where pay tends to be static. For example, highest rates of moonlighting are among public workers, especially postal workers, with other high rates among transportation, utility, wholesale-trade and some manufacturing industries.

The manager of one of the largest airline credit unions in the New York area says that he finds most moonlighters among men earning \$500-\$600 a month. "They seem to need \$600-\$700 to buy the standard of living they feel they need," he reports.

"So they get extra jobs or start sideline businesses or the wife works part time. But they live up to the full two incomes. Then if any thing happens to the second income, they are in real trouble."

The effect on family life is one of the most serious results revealed by our survey. Ruth Epperson, of Family and Children's Service of Tulsa, tells about a couple in their early thirties with three small children. The husband has both a day and night job and the wife works too. Their total income is \$625 a month, but living expenses and debt payments are over \$700. She complains he is never home.

He feels he must hold down two jobs to meet his family's needs. But he will not consider reducing expenses, budgeting or even discussing how they can meet their expenses.

The wife may complain of lack of attention even though she herself is pressing for the extra income.

Moonlighting fathers and working mothers have a noticeable effect on children. He disclaims responsibility for bringing up the children other than his financial contribution. And when both parents work, children's problems at home and school may pyramid. All these pressures cause the wife to blame her husband for not earning enough so she can stay home, while the husband in turn blames her for overspending.

Sometimes a husband and father will work more to buy his family extra things but finds that he has not really won their respect or affection. Margaret Park, of Family Service of Milwaukee, tells about one family with heavy debts. The mother was overwhelmed by the care of five children, and the father worked two and sometimes three jobs to pay the bills.

The father, himself depression-raised, would buy expensive Christmas gifts in excess of the children's needs or even wishes. He tried to justify these expenditures by working hard but only aroused resentment in his wife and children.

Sometimes, if not always, skillful management of one income can be as effective as two jobs.



# San Jose Enjoys Construction Boom Period

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

SAN JOSE — This area is still buzzing with activity with high-rise buildings, expressways, underground work and interchanges. New work is in the offing, and many jobs well on the way will last all year (weather permitting). Everywhere in the area there is some kind of construction activity. Subdivision work, lax during the Building Trades negotiations, has improved considerably with all crafts back to work.

The Los Altos site of the Junipero Serra and Route 270 interchange between Stelling Road and Foothill Blvd., is a hub of activity at the present time.

This is a joint venture project of Freeman Paving and Oscar Holmes and calls for construction of 1.9 miles of freeway, together with frontage roads and construction of nine bridges.

Freeman has started on the clearing in preparation for the dirt work (approximately one million yards). Oscar Holmes has started work on the forms for the structures. Dan Caputo has the structures with Ebert-Spartan doing the underground. Songroth Bros. are busy on the access roads.

L. C. Smith Co. is putting finishing touches to the shoulders and installing guard rail on Rt. 270, and should wind it up by Dec. 15. When completed this will be a short cut from Bayshore to Los Gatos area. Smith is also busy hauling dirt from Calveras Pit to their Highway No. 9 project, south of Lockheed.

Lew Jones is making preparations to start work on the overpasses at Lawrence Station and Fair Oaks.

A. J. Raisch Co. is widening streets, curbs and gutters in preparation for an Industrial subdivision in the bay lands in Sunnyvale as well as doing the paving curb and gutter in the Santa Clara Industrial Tract. This company has recently completed fill work for the new Mercury-Times building on Shallenger and Highway No. 17. Carl Swenson is the General Contractor. Pomeroy started driving pile and Trumpp Bros. will be on the footings. This will be a three-story structure with large parking facilities.

Songroth Bros. started grading on the second unit of Foothill Expressway in Los Altos. They are also busy on the Middlefield Road extension between Stierlin Rd. and Sierra Vista Ave., in Mt. View.

Hood Corporation's pipeline project in the baylands has a large crew of Engineers.

Wattis Construction has its share of work this year with more coming in. The most recent award is for the extension of Bachman Ave. from N. Santa Cruz Ave. to Univeristy Ave. in Los Gatos.

The San Jose City Council after a great deal of discussion, awarded the interchange structure of the Hillsdale, Capitol Expressway and Monterey Highway to the Dan Caputo Co. for the sum of \$748,127, after rejecting an erroneous bid of \$723,634 from the J. C. Bateman Co., Inc. This structure will be the final link in the \$5 million Hillsdale, Capitol Expressway, now under construction from Almaden Expressway to Aborn Road.

The Carl Swenson Co. landed

another \$775,000 concrete structure at the Bellarmine College. Swenson has plenty of work to keep his crews going for some time.

The Cupertino Sanitary District awarded Bilardi Construction Co. a contract to lay trunk sewer line on Stelling Rd. to serve De Anza College. They also came up with a contract for the Monterey-Riverside Sanitary Sewer line. Bilardi, too, has had a very heavy work load this Season, and weather permitting should be in a position to keep the Brothers busy for the rest of the year.

M. C. Baldwin Co., of Watsonville, picked up a nice job for repairing the access road to the Almaden AFS at New Almaden.

In the southern part of the County, around Santa Cruz and Watsonville, work is holding up, with most of the contractors having plenty of work on hand, and quite a few jobs let this month.

Drummond & Bronneck is at the one-half way mark with the tunnel job for the outfall line from the sewer disposal plant. This is one job that will be able to go until completion, due to the fact that rainy weather won't bother too much.

Rothschild, Raffin & Weirick's job on the UC Campus is still rolling with some of the larger building problems behind them. Williams & Burrow: College No. 2 is taking shape fast. There is a lot of work to be done here. Arntz Construction's sewer disposal plant has run into a good many problems getting out of the ground. Things are shaping up a little better now.

Bigge Crane have a couple of truck cranes working in the area, busy most of the time. This part of the Construction business is sure picking up.

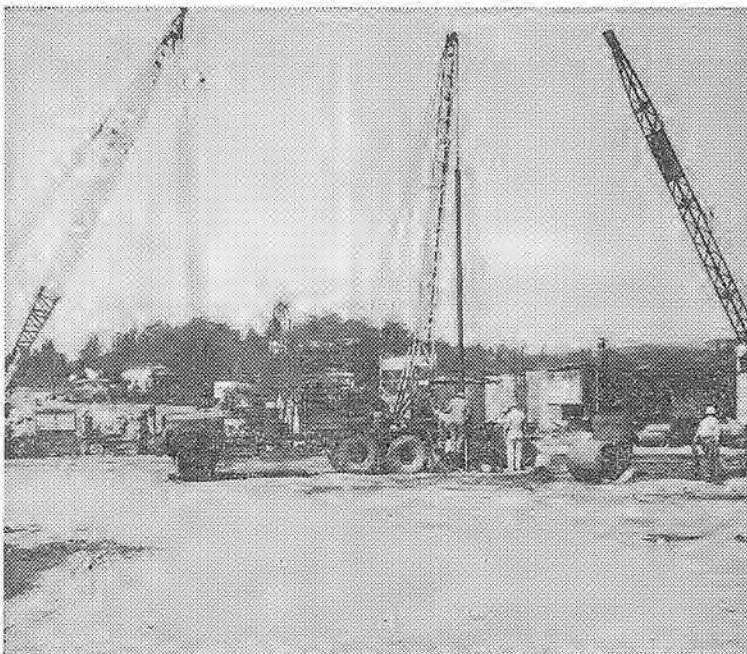
Paving jobs in this area are going like "a house afire." Brothers are receiving good checks.

Work in the San Juan Bautista, Monterey and San Benito Area is much the same story. Busy with present work and a few new jobs let this month Harms Bros. picked up the contract for 6.1 miles of resurfacing and recon-

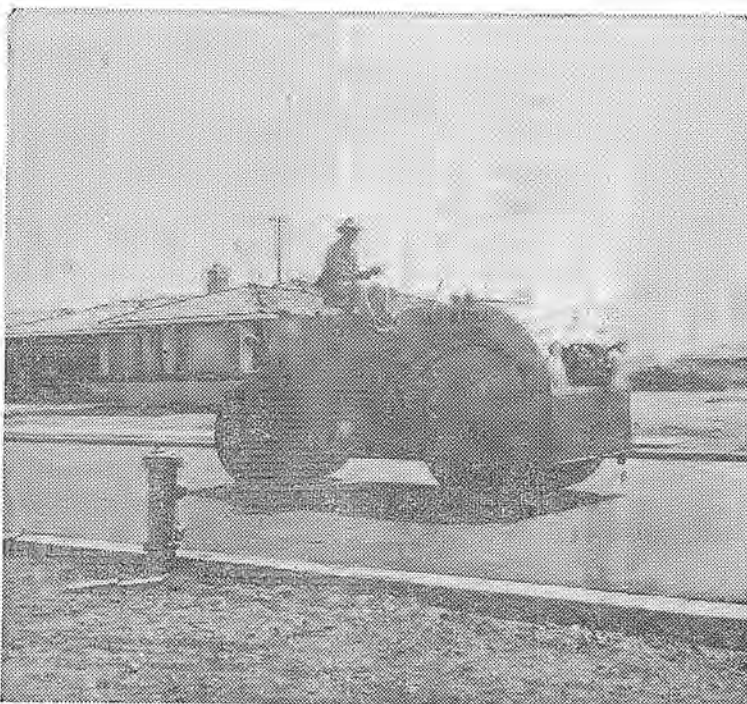
structing existing roadway near Soledad, Monterey County.

Granite has its usual heavy load and with the several Coun-

ty Road jobs which have just been awarded are working on a basis that we can say is steady employment for the Brothers.



**BOOM FOREST**—with so many "sticks" in a confined area at the site of the new Santa Cruz Courthouse, it resembles a "boom forest." Crews from Parrish Brothers is "stabbing a hole."



**HIGH ROLLER**—Brother Harry Jackson, of San Jose area, has been rolling along in the asphalt industry since the days of WPA and PWA of the Depression era. During this time he's seen great growth, better wages, fringes and working conditions and he's still toiling on this finish, hot roller for Piazza Paving Co. He worked for Barber-Greene over 20 years.

## LEARN BY ACCIDENT?

# Statistics Show No Curtailment

By DALE MARR and FRAN WALKER

It has been said many times that labor learns by accident, but our records of recent deaths and serious injuries indicate we haven't learned by our accidents.

Our members have been involved in a large number of accidents recently in which they were either killed or seriously injured on the same types of mishaps which occur over and over again.

For example, an Oiler knocked the pins out of a boom section that wasn't properly blocked up and the section fell and killed him.

This type of accident occurs several times a year and our brothers are killed or injured, but we can't seem to get the message across that this is a practice

that must be stopped! We hope that all of you brothers in the field will refuse to change booms until you have adequate blocking that you can (and will) use.

We have been involved in several accidents lately where cranes contacted high voltage wires, and as a result, either one of our Brothers or a fellow workman was killed or injured. As all of you know, this is the type of accident where the operator of the rig can be put in jail and fined.

It seems apparent that we are all aware of the dangers of contacting high voltage but some of us still take a chance. The records show in this type of accident where someone is usually killed. We need your cooperation very badly to help stop others from getting into high voltage wires.

We are continuing to run over, and back over our grade checkers and other workman on the ground with alarming regularity.

We could go on and on, but hopefully, it is enough to say that it is apparent that the price of safety is constant alertness on the part of each of us on the jobs.

We are getting up a number of safety meetings throughout the jurisdiction and we hope that a large number of you brothers will come out and talk with us about our mutual safety problems.

The dates will be advertised just as soon as the meeting places can be secured.

Since it is tragically clear that we don't "learn by accident", come out and help us promote safety, both on and off the job.

## Thanksgiving Is Time of Year to Count Blessings

By BOB SKIDGEL

SAN JOSE—November is the time of year when we pause and gather with our families throughout the jurisdiction and count our blessings.

In reviewing the events which have transpired during the year, we feel Local 3 Brothers and their families have much to give thanks. It has been a year of accomplishment and achievement under the aggressive leadership of Business Manager Al Clem and the Officers of the Union.

Many gallons of midnight oil were burned to obtain the present Contract, which has been termed the best in the construction industry.

The Agreement upped wages, bettered working conditions and fringes and included a Manning Provision, thought by many impossible to attain.

Talk to "Oldtimers" who have maintained their membership over the years and who take such pride in their affiliation. They have worked years in the industry before fringes were available. Now, they too, have reasons to be thankful, among which is improved pensions and health benefits.

Through aggressiveness much has been accomplished. However, these prized conditions may be abused through lack of communication between you and your Union.

Continually, you should be aware who your Steward is, and communicate with him on job problems and violations. If your job doesn't have a Steward, then notify your Business Representative.

Support your Union by attending all meetings. Report violations so that they may be corrected. Everyone will profit by your participation, and the Union will continue to grow in strength to better represent you.

The Officers, Business Representatives and office personnel of San Jose office, wish everyone and his family a very thankful and Happy Thanksgiving Day.

## SAFETY MEETINGS

NOVEMBER

(all meetings, 8 p.m.)

Eureka, Nov. 16

2806 Broadway

Redding, Nov. 17

100 Lake Blvd.

Oroville, Nov. 18

Prospector Village

DECEMBER

(all meeting, 8 p.m.)

San Jose, Dec. 6

760 Emory St.

Modesto, Dec. 8

1001 F. Street





## Salt Lake City News

## Utah Brothers Develop Major Refinery

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

SALT LAKE—By the time our readers receive this article we will be well into November and at this time we are hoping both the good weather and work continues. As always, October has had its share of ups and downs. The weather was good, but work was curtailed due to the Boilermakers strike. This is now past history, but let us say that we were proud of the members who upheld their obligation by not passing the picket line.

As in all years, the bright spot of the season is the deer hunt; this will be past history, also, but the stories will continue until next year.

The Salt Lake Building is progressing rapidly and we may have a picture to submit to "The News" before too long.

Foster-Wheeler Corporation's job at Phillips Refinery, in Words Cross, survived the Boilermakers' strike which idled three similar jobs in Utah. This company, from Livingston, N.J., is at work to build three additional units at the refinery: A Hydro-de-sulphering unit, a de-

asphalting plant and a crude oil unit.

The foundation work is approximately 25 per cent complete. Construction of these units will include heavy and unusual lifts. The heaviest is a 210-ton lift and several up to 100 tons. These lifts will be accomplished with a gin hoist. The crude tower will go to a height of 165 feet.

The job will also include some off site work such as re-vamping the crude plant and inter-connecting piping. The job will employ some 200 people at the peak, of which a good share will be operators. The intent is to complete the job in late January or February.

## NORTHERN AREA

Work in the northern area has not been as good this year as was expected. Most of the work has been dirt work and as you know every time it rains, and we have had plenty of that, the jobs have been slowed down or stopped.

J. B. Parsons on his job in Roy, had to discontinue paving because of the extremes in day and night temperatures.

Lost Creek Dam shut down over night, but a bid was re-let on a small section with Gibbons & Reed Co. low bidder at \$37,198.

Jacobsen Construction Co. has

started on the new ZCMI Building in downtown Ogden with Raymond Concrete Pile waking up all the late sleepers in the area with their piledriver.

Alfred Brown has a real good start on the Federal Tax Center on 12th Street with J. B. Parsons doing the excavation. Between Ogden and Bountiful we have five companies doing sewer jobs. These will provide a little work for some of the brothers this winter.

## SNOWVILLE HIGHWAY

Cox Brothers are now completing their interstate highway at Snowville. This has been a good job for several of the men. Fife Construction Company still has several operators working on their jobs at Harrison Blvd. and Cherry Lane.

R. A. Heintz Co. has been working long hours on the Cossey Creek Dam. This has been a very good job for many of the brothers for the past three years; however, the completion date is drawing near.

Gibbons & Reed Co. has four jobs in the northern area. Their Hot Springs job south of Ogden has stabilized. They have finished the oil on the south side of the Weber Canyon opening and have started on the fill on the north side.

## ECHO JUNCTION

The job at Round Valley is still holding up traffic in the narrows of the canyon. This is all rock and a real slow process because of the highway, railroad and river all running parallel to each other.

The new job at Lost Creek is just getting started and will only have about a dozen operators on the job.

Morrison-Knudsen Construction Co. at Echo Junction has been a good, dependable project for the brothers this year. They are waiting grade stakes from the State and hope to be able to haul waste this Winter.

## EASTERN UTAH

October provided good weather to allow most contractors to put the finishing touches on grade and asphalt work in this area. However, work in general is starting to taper off with the out-of-work lists growing a little earlier than usual for this time of year. With fewer major projects to be let until next year,

the outlook for Winter work looks dreary.

## STRIKE OVER

Summing up the work picture, it has been good up till the last few days but it is dropping off rapidly especially with the Boilermakers Strike which has idled hundreds.

Tiago Construction Co., at Dinosaur National Monument, decided to take advantage of Indian Summer weather and moved in the crusher to gravel and possibly pave the road they started last Spring. Peter Kiewit & Sons Co., sub-contractor for the bridge crossing the Green River on the same project, has finished and moved out.

## 20 MILE PIPE

At another part of the Dinosaur Park, Strong Co. is completing 18 miles of grade and is in the process of moving in their crusher and crew. The scraper crew will soon be moved to another job located near Green River on I-70. Local No. 3 and Local No. 9 have worked together on this job as half of the project is in Colorado.

Corn Construction Co. has moved their hot plant from Indian Canyon to the Manila Highway in the Uintah Mountains. Two weeks of good weather should finish this job.

Other work in the Flaming Gorge Area includes: L. A. Creer Co., working on the Sheep Creek Bay boat ramp; L. A. Young moving in to Dutch John Draw with a small rock job on a road for the forest service.

M. H. Cook Pipeline Construction Co. has kept a good-sized crew of Engineers working on a 20-mile pipeline from Ouray to Bonanza. The ditch is completed and the pipe and clean-up crews still have a few weeks left.

## NORTHERN UTAH

Northern Utah County for the most part is held up indefinitely at this writing because of the Boilermakers strike.

W. W. Clyde has had two shifts working on grade at Coalville and this job also is nearing completion for this season. They are racing the weather at Wanship on the asphalt paving. The company wants to at least finish the first course of asphalt to hold it through the winter months.

Millions in Jobs  
In Peninsula Area

By BILL RANEY and  
MIKE KRAYNICK

SAN MATEO — The size of Granite's road job at Pescadero is set at one quarter of a million dollars.

Jack Wood's job in Brittan Heights section of San Carlos is pegged at nearly three quarters of a million.

## HALF MOON BAY

Peter Kiewit & Son's Company is laying the "sea" work on their breakwater site at Half Moon Bay. This will run to nearly \$2 million which will be spent mostly on wages for Engineers and Teamsters.

As previously reported, Guy F. Atkinson is starting their nearly \$10 million highway job from South San Francisco to Daly City.

Baldwin Warren has a nice size \$128,000 job in Daly City.

Watkins & Sibbald is scheduled to landscape some of the approaches to the San Mateo-Hayward Bridge.

C. Norman Peterson will install a storm drainage system in the Bay Road area in Redwood City for over \$100,000.

## TOO MANY ACCIDENTS

L.C. Smith is back at the airport to do a sizeable taxiway job.

Bragato picked up another one-half million dollar job at Mariniers Island which nearly adjoins Foster City.

McGuire and Hester is back in San Mateo County again with a \$1 million plus, job for the Estero Municipal District to do the improvements on Neighborhood No. 4 at Foster City.

This last month saw a frightening accident on the high use building being erected by Carl Olsen & Sons. Their Linden tower crane folded up with dramatic suddenness causing intensive physical damage but miraculously no one was injured. The accident was of a nature that almost always causes death or injuries. Fate happened to be with everyone.

The semi-annual blood bank drive was held October 8. It was a success with members of various crafts attending. However, we feel that more of our Brother Engineers should put forth a little more effort to attend on the next drive. Our attendance was rather low at this drive. Ernest Norback was honored that day for his help and support to the building tradesmen.

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Ralph De Lancey

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**BLOOD BANK**—donors here are smiling proudly after donating blood to Engineers' bank in San Mateo recent Building Trades drive. From left: Ken Bottari, Bill Brown, O.O. Brown, Mrs. Betty Robesky, secretary at Local 3 San Mateo office; Ed Davenport, Don Greene and Business Agent Mike Kraynick. The Browns form a father-son dozer team for Atkinson Co.



## Nations Highest Span

# Bidwell Bridge Opens—Formal Dedication

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

MARYSVILLE—Business Representatives in the Marysville District office express their deepest sympathy to the families who lost loved ones in the recent train accident at Oroville.

We were at the scene of the accident day and night trying to be of service in any way requested.

Also, many of the Brothers have asked us to express thanks to Business Manager Al Clem, and Vice-President Dale Marr for the way they assisted us in every way possible.

We have been proud of all our brothers for their keen interest shown in safety, and we know this will make us all much more safety-minded. We all know safety is everyone's responsibility!

The work picture last month was the best we have seen for quite sometime. Some classifications of work are still slow, but the majority of the Brothers have been given an opportunity to work. We again urge men registered on the out-of-work list to leave word as to where the dispatcher may reach them. We do not want anyone to miss a job.

Some operators traveled over 300 miles (round trip) to attend the October district meeting! This is your local union, and you are requested to attend these meetings to keep informed on what is going on in your union.

Many of our Brother engineers and their families made requests of blood during the past month, and our blood bank is very low. We urge everyone to give serious consideration to giving a pint of blood. The pint you give may save a life. It will build our blood bank so all are protected in the event of an emergency. jobs with Guy F. Atkinson Co.

When you give a pint of blood, be sure you credit it to the Operating Engineers Blood Bank. You may give blood at the following times and places:

Marysville — Second Tuesday of each month at Elks Club. 11 a.m. - 1 p.m., 2 p.m. - 6 p.m.

Oroville — First Thursday of each month at Medical Center. Hospital from 1 to 6 p.m.

Chico — Every Monday afternoon from 4:30 to 6:30 p.m. 169 Cohasset Road, Chico.

### PRE JOBS HELD

During the month we had pre-and Morrison-Knudsen Co.'s, on jobs recently awarded in Oroville.

Morrison-Knudsen Co., Inc., is

prime contractor for construction of the Thermalito Power Canal, linking the Diversion Dam and Forebay.

The 12,810-foot canal is the interconnecting vehicle between the Dam, on the Feather River, and Forebay, located in flat land about a mile-and-one-half north of Oroville.

Work will include excavating approximately 5.2 million cubic yards of earth. The first 10,000 feet, leading from the diversion dam will be lined with approximately 30,000 cubic yards of concrete. The canal will be 43 feet wide at the top and about 31 feet deep. The unlined portion of the canal widens into Thermalito Forebay. The job has started and is scheduled for completion by September, 1967.

The Atkinson Co. was awarded a \$14,425,680 contract for construction of the forebay and afterbay dams, and work has started. More Brothers should be dispatched in the very near future.

### JOURNEYMAN TRAINEE

We are happy to report that the new manning provision negotiated in our Master A. G. C. Agreement has given many engineers in this area a job and a golden opportunity to upgrade their skills on earth moving equipment.

We appreciate the cooperation of the foremen and know this "Teamwork" is the reason for its success. At the present time we have 30 Indentured Apprentices and 26 Journeymen Trainees dis-

patched to the various contractors throughout this district.

### BIDWELL BRIDGE OPENS

The nation's highest suspension bridge, often called the "Little Golden Gate" was officially dedicated on September 25th. An estimated crowd of 400 witnessed this great occasion. More than 100 years of history was linked together when a strand of cable from the 1855 Bidwell Bar Suspension Bridge was severed with gold-plated cutters in "ribbon-cutting" ceremonies dedicating the new Bidwell Bar Bridge.

Plans now call for the bridge, the first suspension bridge in California, along with the Mother Orange Tree, to be placed at the main visitors' center of Kelley Ridge. The bridge and the tree will be the focal point of an outdoor display depicting the facilities of the 400 mile State Water Project.

### COST \$4.5 MILLION

The bridge was built by Bethlehem Steel Corp. at a cost of \$4.5 million as part of the relocation of the Oroville-Quincy Road. The Bidwell Bar Bridge is the highest highway suspension bridge in the United States with the road bed 627 feet above the stream bed of the Middle Fork.

The main suspension span of the bridge is 1,108 feet long and the two cable towers rise more than 700 feet above stream bed.

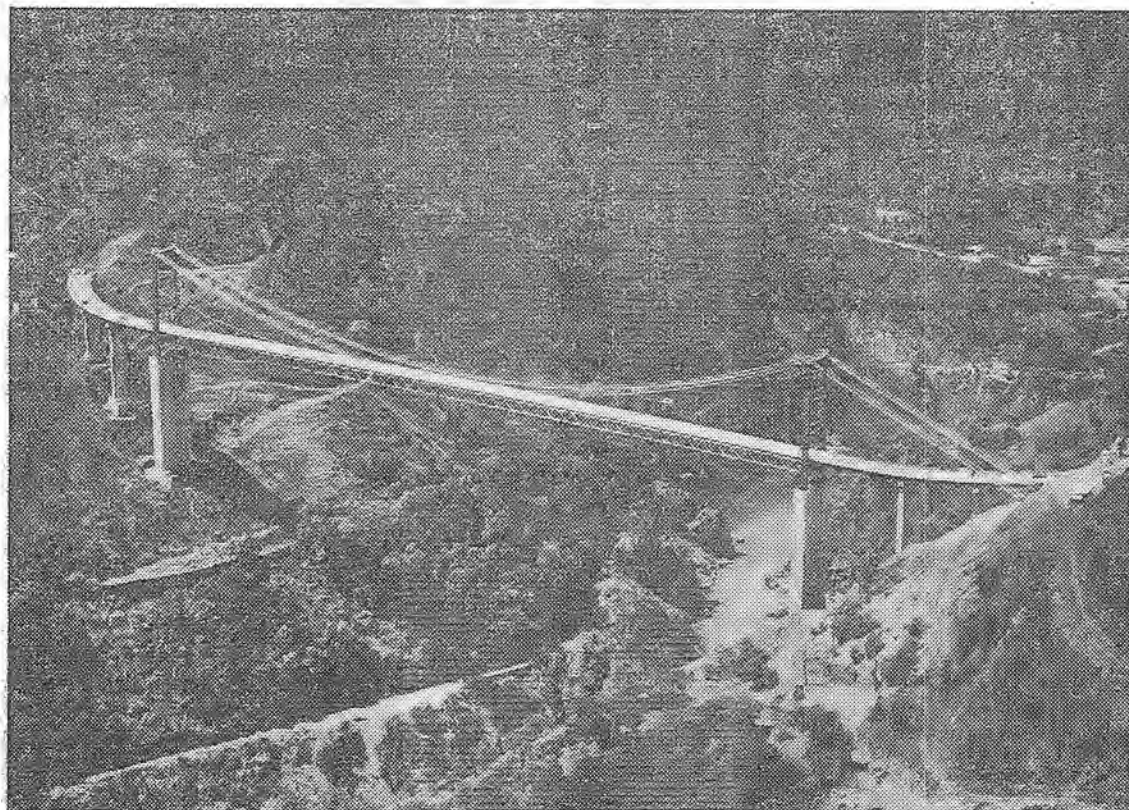
The bridge now affords a panoramic view of the main portion of the canyon that will form Lake Oroville. When Oroville Dam is completed and the reservoir filled, a water depth of more than 500 feet in the area of the bridge will bring the lake's surface to within 47 feet of the roadway.

A. J. Langenfelter & Sons are going ahead with their clearing of the Oroville Dam Reservoir site, and will start the burning operation with the rainy season.

Oro Pacific is moving along at a good pace on the excavation of the spillway and setting up their work area for their batch plant.

Stockton Construction Co. has

—Continued on Page 13



**HIGHEST**—suspension bridge in the nation, \$4.5 million Bidwell Bar Bridge, opened to traffic above Middle Fork of Feather River last month behind Oroville Dam. It is 627 feet above streambed, but when reservoir fills will be only 47 feet above water. Length is 1778 feet.

## Sacramento

# Big Construction Year Rushing to an End

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

SACRAMENTO — While the construction season as a whole has been very good to us this year, we dread seeing it coming to Winter's end. Contractors are rushing along to complete as much work as possible prior to the almost certain deluge of Winter rains. Snow flurries have been flying in the Sierras, and "it can't be long now".

At Monument Bend on the Sacramento River, Hulse and Vondouris are putting in the finishing touches on the levee work; Teichert is rushing along its canal job off Mace Road, and around the Sacramento College, Nichols and Nielsen are getting going with Atkinson well along. Granite is winding up the underground work at Woodland.

### NARROW MARGIN

Stolte narrowly edged Kiewit for the remaining section of the W-X Street Freeway. Stolte came in with a bid of \$9,742,000., only \$1890 under Kiewit!

This will be the section from 18th Street to the 29th-30th Street Freeway. It will be mostly a concrete job, so will mean some good winter work for a few good crane operators. This job should be under way by the time this goes to press.

Wrecking crews are busy clearing a path through town between 2nd and 3rd Streets for that freeway which is in the near future. This calls for a new bridge across the American River above the old Jibboom Street Bridge. This will interchange with the Freeway that is presently under construction by F. & W. near the new County Metropolitan Airport. This Freeway will later cross the river on a new bridge to be built near the Elkhorn Ferry and then continue on to Woodland.

### AIRPORT PROJECT

Things are really coming to a close at the County Airport. The sub-grade is almost finished and Granite Construction is well along with the sub-base. Arden Sand & Gravel is presently erecting a Hot Plant at the airport site

to supply the asphalt for the runways. Hardin & Thatcher started erecting the Control Tower with Raymond Concrete driving piling. Preston Construction is busy on the underground work that was part of the last contract awarded to F & W, which consisted of access roads and underground work.

### COLLEGE APARTMENTS

Homer Flint & Alexander Construction Co. is grading an unusual subdivision called College Campus. All the units will be built well above the streets to eliminate the traffic noise. There is also a levee being built between the Apartment units and busy Fair Oaks Blvd. to absorb the sound of traffic. There will also be a foot bridge from the project across the American River to the Sacramento State College. This is the first apartment unit of this kind in this part of the country.

Teichert & Sons is putting the finishing touches to the Morris Creek job. This has been a good dirt job for several engineers for many months.

### INDUSTRIAL UNITS

We are happy to report that shop contracts throughout this area have been ratified by a large majority.

We hope to have the building materials contracts negotiated and ratified by the end of this month.

Shops and equipment dealers are overloaded with work for this time of the year.

Rock, Sand and Gravel plants are still on two and three shifts to meet the demands of customers.

The scrap yards are also on a two shift operation to process the large amount of scrap that is coming into the yards.

The Sierra Bit, Drill and Steel Corps., at Roseville, is building a new shop, yard and office which should be completed in February or March, 1966. The new shop will have an adjoining steel shop where they will make drill steel.

The Pacific Cement and Aggregates Co. will build a new modern type rock plant at the rear of the Mather Air Force

Base. It should be under construction shortly.

### HIGH COUNTRY

The Hardeman and Bedford job is almost completed where 10 or 12 engineers worked the entire project.

Darkenwald is in the clean-up stages of the Drum Forebay. This has been a very good job and kept 15 or 20 brothers busy for several months.

Harms Brothers finished the Drum After bay and is finishing a small drainage ditch along the road.

The American River job is moving along rapidly. Hell Hole Dam is within 100 feet of the top at this time. If the weather holds another few weeks this project will be finished. The project in general is in the final phases.

### POLLOCK PINES

An exploratory nine-foot power shaft being driven at Loon Lake by Gates and Fox is progressing on schedule with approximately 300 feet excavated to date.

The shaft is expected to be ex-

—Continued on Page 12



## SILVER STATE ROUNDUP

## 22 Miles Added to New Highway

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

RENO—Two bid openings are slated this month totalling nearly \$4 millions in highway construction of 22.2 miles of road.

The Halleck-Secret Pass road, east of Elko, bid will be opened later this month at Department of Highway offices at Carson City. Gov. Grant Sawyer's office said the job would complete work on providing a paved route through the Ruby Mountains, and would add an important link in the state's secondary system.

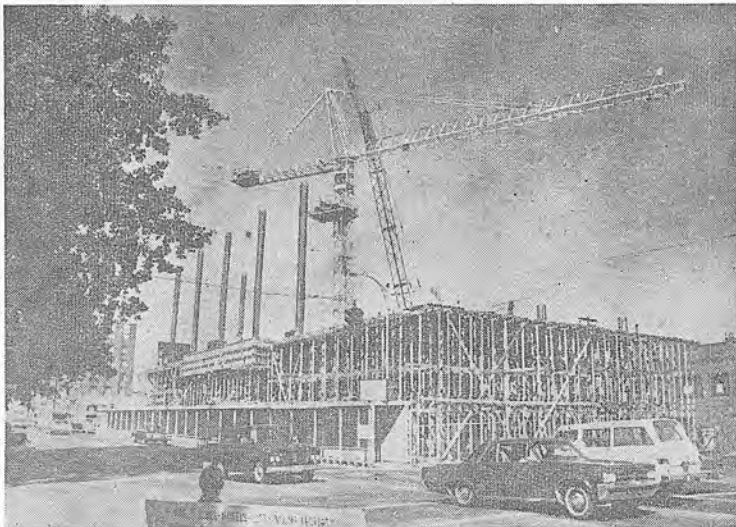
It is estimated construction will cost \$1 million to replace the present gravel road with a paved 28-foot wide plantmix paved route. The roadway on the west will tie into Interstate 80 at Halleck, and on the east into the recently completed

Bureau of Public Roads project over Secret Pass.

Included will be two concrete bridges over Humboldt and Mary

rivers, and minor channel changes on the Humboldt to eliminate several curves.

The second project up for bid



NEW—to Nevada construction area is this Linden Crane in downtown Reno. With more tall buildings going in this may become a familiar sight.

opening is in the Button Point area, east of Winnemucca; estimated cost is \$2.7 million.

The route will closely follow the present U.S. 40 roadway, tying into a section of I-80 over Golconda Summit, which was completed in 1961.

This is the first major improvement of the route since 1940.

Meanwhile, northern Nevada is readying itself to put on its annual cloak of snow, and curtail construction operations for several months.

The larger jobs have curtailed their two-shift operations in favor of one shift because of heavy frosting in the area. Smaller jobs, however, are still running true to normal for this time of the year.

We had hoped to announce before this time the okay on the Lawtons to Keystone job, west of Reno; however, now we understand the job won't be let until Spring. Too bad, because this is a rock job which could have been worked all Winter.

Now that Duval Mining Co. is working steady at Copper Canyon, it is time we started our organization efforts. Anyone who is interested in mining and can gain employment is urged to make the move. This is a long range job and has a potential of providing good work.

Your Representatives will need help in organizing and you help for the good of the Union.

## Survey Notes

By  
DAVE  
REA



With the coming of Thanksgiving, Nov. 25, we will pause in our work routine to give thanks for the many benefits received. As we look back we realize that these benefits have increased with each new contract, and look forward to continued strong leadership.

## WORK LOAD

Oakland District 2, over the past summer is running at a high peak in all phases of surveying with the Rapid Transit survey work holding steady. Land survey and Subdivision work from Santa Cruz to Santa Rosa has slowed down from this time last year while Commercial and Heavy construction has increased job opportunities.

With the many hydro-electric and water projects now under construction, and new projects on the drafting boards, heavy construction looks forward to another fine year.

## STEWARDS

To strengthen your union, to minimize violations and maintain a strong jurisdiction, the Union has appointed Stewards. If there is not a Steward within your Company, contact the Business Representative in your local office; for only through your continued support can we effectively serve the membership.

## ORGANIZING

Your Business Representative spends a major part of his time in Organizing the un-organized, and is happy to report the effort is bearing results. Survey firms from Fresno to Redding are signing agreements with Local 3 increasing job opportunities for all Local 3 surveyors.

Agreement books are now available in all of the District Offices.

Phone correction, Dave Rea (code 408) 243-2163.

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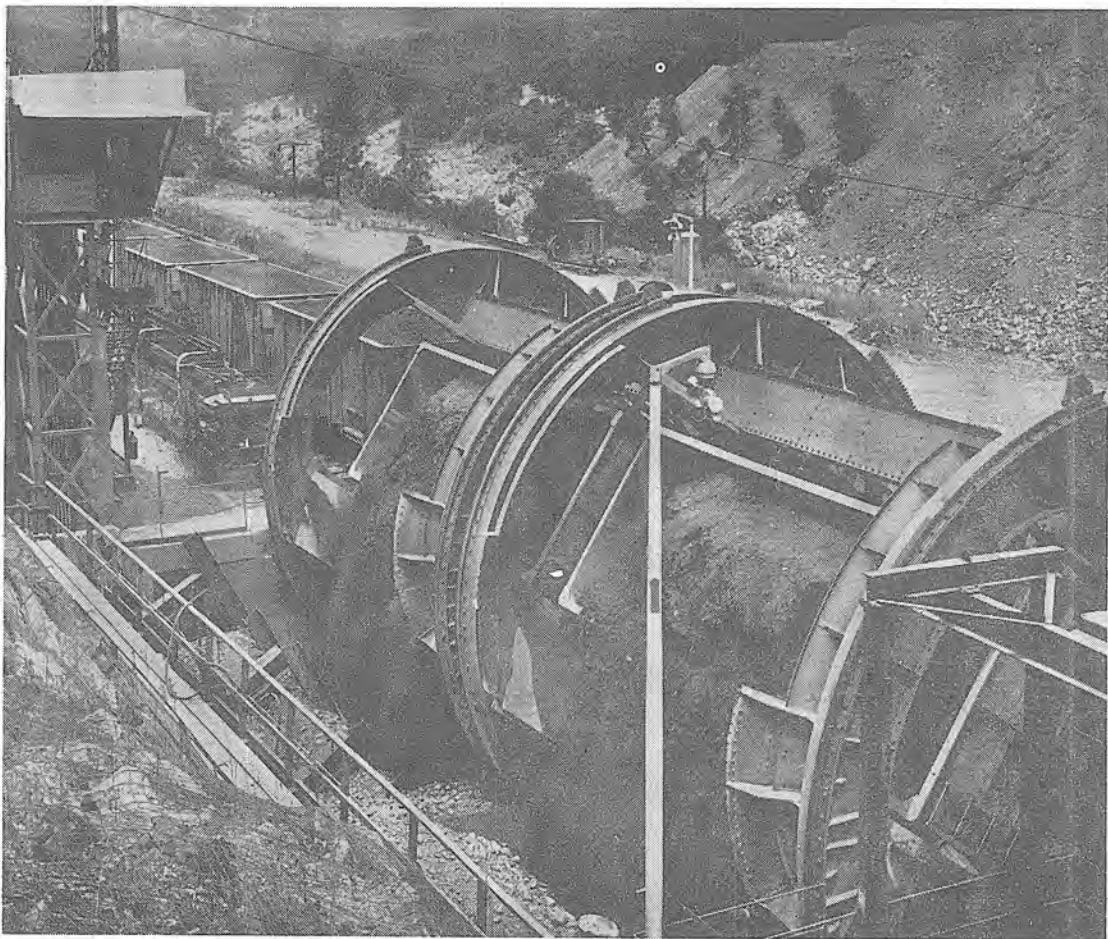




**COMMUTER COMFORT**—is assured when the S.F. Bay Area Transit trains start rolling within a few years. All coaches are specially designed and air-conditioned. Tunnel work is carving out Berkeley Hills now while test track is down in Concord.



**PIPELINE**—job for Shell Refinery for its new Contra Costa addition is providing work for Laco 3 men. Shown here is a 130-foot section being placed in trench along street near Lafayette. Pipeline will end at Oakland Municipal Airport.



**TOURIST VIEW**—visitors to Oroville Dam rarely are permitted to get this close to car dumping station. Cars are tipped over, emptying material into hopper and is taken by belt to stockpile.



**SKY HIGH**—this truck-mounted crane is operated by Ken White on new freeway construction going on in San Francisco.



**DIGGER**—the San Luis Dam "wheel" is still churning away after nearly two years of continuous operation. Here it is shown biting into bank at one end while loading trucks at the other.



**NEAR ACCIDENT** — superb handling and keen awareness prevented a serious accident here on the Gordon Ball Franklin Canyon Freeway project near Martinez. The right rear tire "blew" at instant this picture was taken. The operator handled his rig perfectly and avoided going over bank on downhill grade.



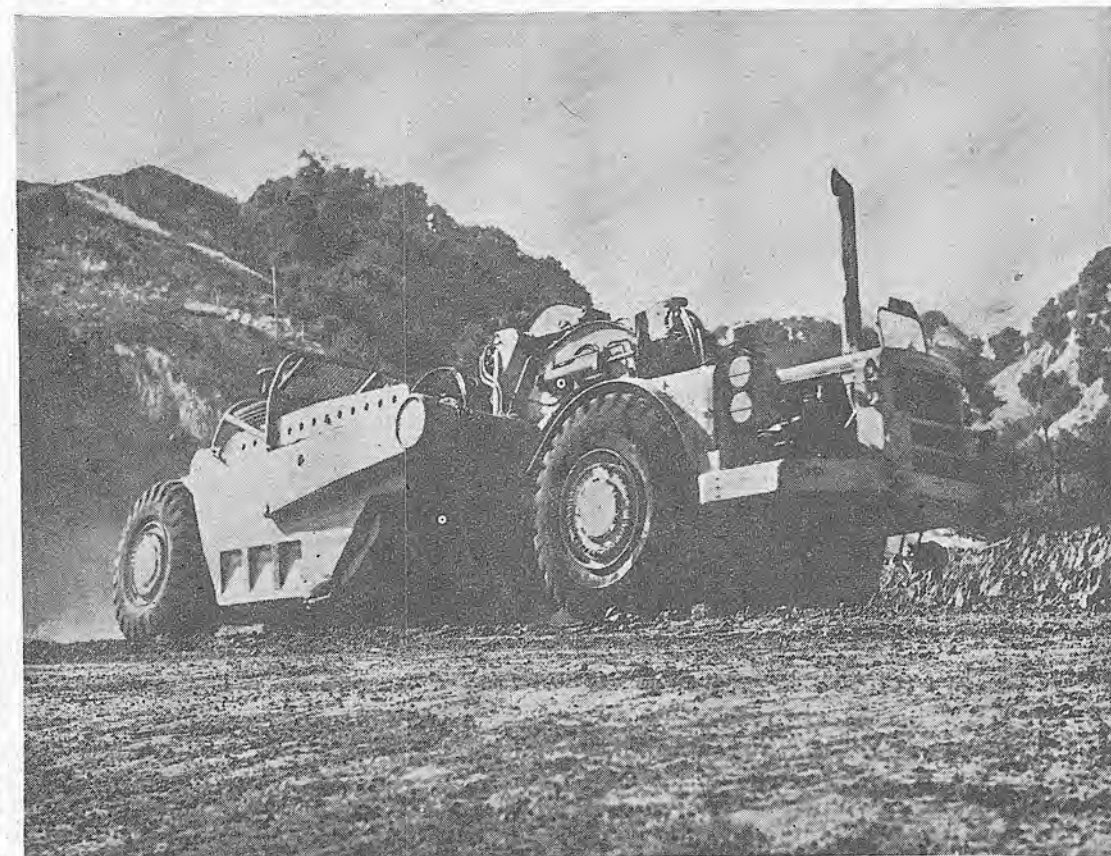
## Scenes from San Luis Dam



**ENGINEERS AT WORK** — in top picture, Operator sits high and side-ways on Le Tourneau Power-Packer on San Luis dam. Next down, an 11-yard Marion dragline churns away on canal project while, next down, is a 15-yard shovel loading truck. Shovel is an electric Bucyrus-Erie. At bottom is rubber-tire Hough dozer doing a days work. Note dust over bank.



**MORNING SUN**—catches this P-H truck crane working on flood control and drainage ditch along old Franklin Canyon road in background. Note dirt spilling from drag bucket.

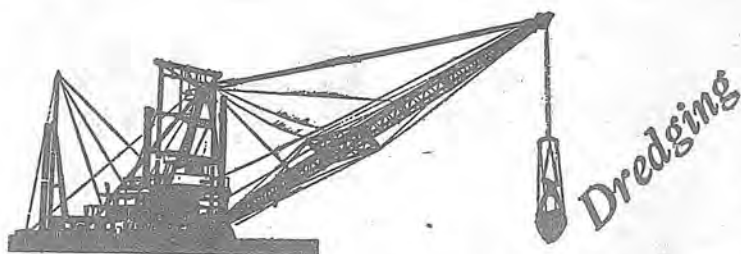


**PROFILE**—here is a Cat 657 scraper coming down the hill in the background at the Gordon Ball Franklin Freeway job near Martinez. Photos below are from same job.



**FREEWAY DIRT SPREAD**—men and machines churn on Franklin Canyon job. Shown here is a "nest" of 657 Cat scrapers and D-9 dozers. In left background is seen old Franklin Canyon road which has become out-dated due to increased traffic to Martinez.





By AL HANSEN

Another dredging job started last week when the "Golden Gate" moved into the St. Francis yacht harbor to start "clamming" the anchorage prior to redeveloping the club's yacht harbor in the marina district.

The barge, "Daniel C" has been in the harbor for about three weeks "jetting" old piles, piers and docks to clear the way for Olympic's "Golden Gate."

Up north, across the bay in Sausalito, the United Sand and Gravel Co. received somewhat of a "reprieve from the city council."

It seems residents of this "arty" community have objected to the council about the noise, dust and traffic hazards presented by United Sand. The attorney for the firm said that if the operation should inadvertently cause filling of the bay beyond the bounds, the company would remove the mill. The company is still in its location there under a temporary permit.

Meanwhile, United Sand

opened its new yard in Redwood City to make sand available in that area to contractors. The company's dredge "The Sand-piper" is supplying material for the yard, and a round-trip takes 18 hours. Looks like the crew will be red-eyed after a few trips.

Hydraulic Dredging is still working its three rigs at Foster City in San Mateo County. The rig, TR1 and 2 and "The Rogue" are working 'round-the-clock, and it appears there is still two or three years' work.

Leslie Salt's dredge, "The Mal-lard" is working two crews, while Dutra Dredging Co. has all dredges working on small jobs around the Bay.

Shellmaker, too, is working many hours at the Sacramento River job and in Richardson Bay in Marin County.

Associated Dredging has two and three rigs working around the bay doing several small jobs. The company is building up a "sucker dredge," and should have it in operation soon.

## East Bay Wrap-up

# Sports Arena Poses Problems

By ED HEARNE, STAN GARBER, JERRY BLAIR, TOM CARVER, ORVAL PRESLEY, GUY JONES

OAKLAND—We are happy to report that this time work is still quite good and the out of work list small. Jobs throughout the area are plentiful and more are being added each month.

Guy F. Atkinson Co. is making good headway on the Oakland Sports Arena and Coliseum and anyone driving on the Nimitz Freeway can see it for himself. The arena, which is the structure nearest to the freeway, is going up fast, and before long the roof members will be put in place.

Each member will have several welds in its length, and the welds will be made by a welder suspended in mid-air in a basket at the end of a boom which telescopes and jack knives. It will look like the trucks you see the telephone service men using except larger and capable of reaching a great deal higher.

On the Broadway-Caldecott job, Atkinson has opened all lanes to traffic and has moved out everything but the office trailer. Traffic was turned loose on November 1 and put an end to a major bottleneck heading

in and out of Orinda and points east.

Traffic will still face congested areas in Oakland until such time as the freeway is finished as far as the MacArthur Freeway. Bids on this phase of work have not been called.

### SOUTHERN ALAMEDA

The California Highway Commission allocated \$1,115,362 toward construction of the \$2.5

gear on their Walnut Creek Canal Project. The 4500 Manito woc and two Northwest Drag lines are working two shifts.

Recently, three more 631's several cats were added bringing the total to 18 rigs. Roberts Bros. has two cats and three scrapers on the same job.

Cabildo Corp. has completed about two-thirds of the 35 miles of 10" pipe from the Shell Refinery in Martinez to the Oakland Airport. Most of the pipe has been laid through steep country from Moraga to Skyline Blvd. in Oakland. Some of these hills are straight up and down and have been a real test of men and machines.

Sharp and Fellows Co. has nearly completed the laying of track on the fill section of the Diablo Test Track. Much of this work is done at night and early morning so that it won't interfere with the B.A.R.T. equipment testing program.

Gallagher & Burk has been busy sub-grading and paving several large sub-divisions in the Moraga area, and the Sears Shopping Center in Pleasant Hill.

Martin Bros. made a good start on its 450,000 yard sub-division job on Alhambra Avenue in Martinez. This job is in hilly country, and looks like it will have good drainage this winter.

### PLANTS AND SHOPS

A new two-year agreement was negotiated and ratified by the members of American Forge Co. in Niles where 125 engineers are employed the year around on a three-shift basis.

The large work load of freeway and sub-division work in the Alameda and Contra Costa county has created an excess of work in the Rock, Sand and Gravel plants, hot plants, and batch plants in the area. Most of them have been working two and three shifts and long hours to keep up with the demand.

A new three-year agreement was negotiated for the International Harvester Co. Newark plant. The plant employs approximately 25 brothers keeping busy the year around.

Oakland office has checks for the following men:

E. Vaughn, B. Thompson, H. Franzen, E. Bradley, E. Cummins, D. Gould, L. McNeil.

C. White, E. Delee, G. Jacobson, F. Sullivan, F. Whiteford and B. Conn.



### A Tribute to Tiny

On October 18, 1965, Brother L. L. L. "Tiny" Laux passed away. "Tiny" had been a Business Agent in Oakland for 15 years and a member of Local 3 for almost 25 years.

He was active in both the Alameda and the Contra Costa Building and Construction Trades Council and at the time of his passing was President of the Contra Costa Council. He has the respect and admiration of all Labor Representatives who knew him.

Whatever "Tiny" set out to do, or whatever task was assigned him, he threw himself into it until it was completed. He never said "how can I do it," only "when do you want it done."

Our sincerest sympathies go to his widow, Marie, family and friends who will miss him. His untimely passing has left a void that will be difficult to fill.

million first stage of the Hegenberger Expressway Overpass.

At the same time the commission allotted \$100,846 toward the \$224,103 widening of the Southern Pacific underpass at Pleasanton-Sunol Road in Southern Alameda County.

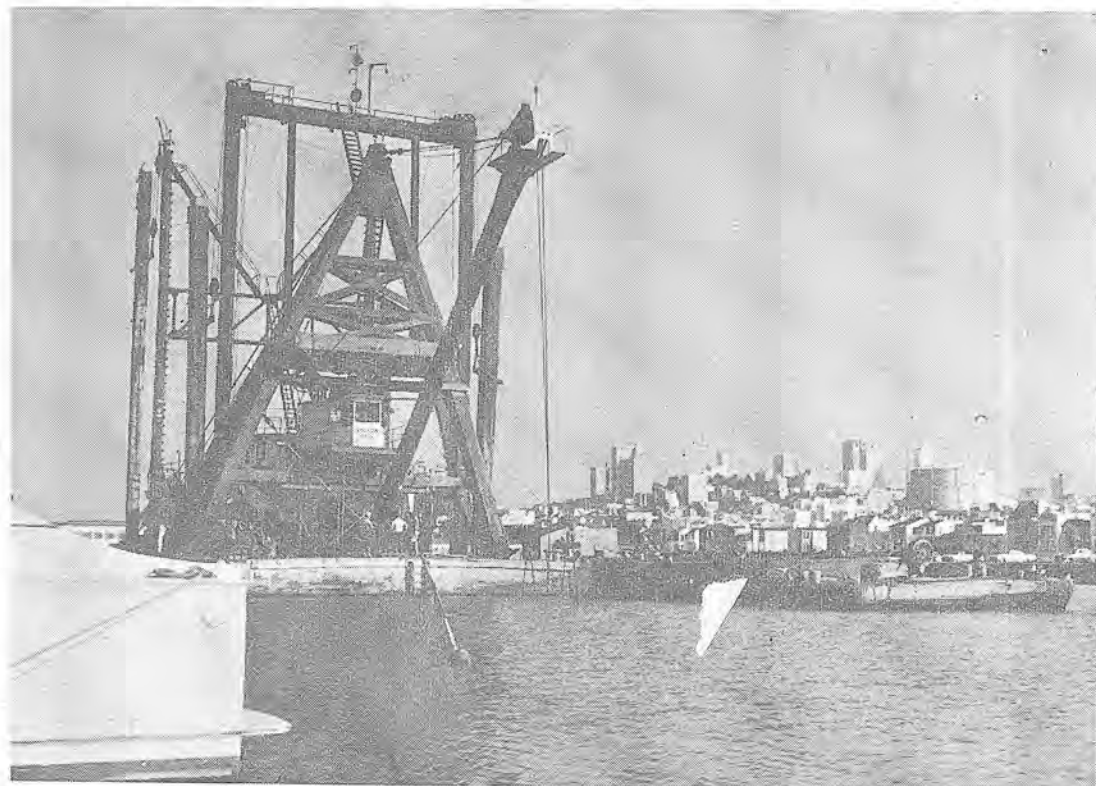
The State Department of Public Works awarded a \$41 million contract for the construction of a stretch of Interstate 580 freeway at the eastern edge of Alameda County. The award was given to Gallagher and Burk, Inc. and Stolte Inc. of Oakland.

The project covers 5.3 miles of four-lane freeway, with a small portion extending into San Joaquin County.

Gordon H. Ball is now under way with the freeway project from Highway 50 to Scott's Corner near Sunol with about 18 pieces of equipment on the job.

### CONTRA COSTA

Eugene Luhr Co. is in high



**GOLDEN GATE**—harbor was invaded this month by Olympic dredge "The Golden Gate." Dredge will deepen harbor and other extensive improvement is planned. San Francisco is shown in background.



**CLEANUP**—the barge "Daniel C," owned by Peter Kiewit Co. has been pulling and jetting out old pile and docks at the Marina's Golden Gate and St. Francis yacht clubs.

**1**  
**Gift works many wonders**

**GIVE THRU UNITED CRUSADE**



## New Pipeline to Serve Farmers In Jackson Valley

by WALTER M. TALBOT,  
AL McNAMARA and  
GLENN DOBYNS

STOCKTON—Due to the fact that we are enjoying unusually balmy weather for this time of year, work in the Stockton and Modesto areas is going at a fast rate. Contractors are hurrying the work along to accomplish as much as possible before inclement weather arrives.

O. K. Mittry and Sons have nearly completed the Jackson Creek Dam project. There will be a few Brothers around for awhile doing the finish and clean up work.

Mittry and Craft have finished moving dirt on Highway 124, between Ione and Plymouth, and Ferry Bros. Construction Co. has moved in a crusher and hot plant crew to lay base rock and black top. There is no problem re-routing traffic on this job as it is a new road two miles east of Ione to where it ties into Highways 16 and 49.

Beasley Engineering Co., of Emeryville, was low bidder on two miles of 36-inch pipeline coming out of the Jackson Creek Dam. This project should be finished within 180 days, and the pipeline will serve farmers in the Jackson Valley Irrigation District.

Mittry and Sons and A. L. Craft were low bidder at \$1,027,608 on 3.6 miles of two-lane expressway on Highway 4 from Tamarack east to a point .6 miles east of the Calaveras-Alpine Counties line. They started clearing and drilling, and the crew will continue to work until the snow falls.

Gibbons and Reed finished moving dirt on the Twain Harte by-pass and is doing the finish work. Bids for the base materials, black top and two overpasses will not be let until sometime next spring.

Fresno Paving Co., on Highway 108 from Sierra Village to four miles east of Long Barn, is trying to get the black top down before the weather forces them to move out.

Gallagher, Burk & Stolte, Inc. of Oakland have started work on their West Side Freeway job. This project starts where McNamara's job ended and continues approximately 5.3 miles until it connects with Highway 50.

On the California Aqueduct, Western Contracting Corp. will soon start two shifts on the trimming machine to keep ahead of the paving machine.

As stated in a previous edition of the "News", Western Contracting Corp., Wunderlich Co. and Gallagher, Burk and Stolte, Inc. are still employing the bulk of the engineers in the Stockton and Modesto areas. These jobs will continue to operate during the Winter months as long as the weather permits.

In the Modesto area, George Ford, M. J. Ruddy and Standard Materials are all keeping full crews busy on several miscellaneous jobs.

A. Teichert & Son, S. M. McGaw, Stanfield & Moody and Claud Wood Co. have many different jobs going in the Stockton and Lodi areas at the present time.

All of the rock plants in this

## State Windfall

# \$11 Million—Shasta Roads

By TOM ECK, ED DUBOS, LOU BARNES

REDDING—Strange things are happening. Here it is the latter part of October and no rains to speak of in the Redding area, which seems to be very unusual. Most companies are taking advantage of the sunshine and going "full blast" in an attempt to get as much of their projects completed as possible before inclement weather hits.

At present we have no new major jobs breaking, but budgeted money for future work looks bright. Our "out-of-work" list is stable for the moment as there is not too much turnover on the present jobs. Despite the late start last spring, it has been a good season for most of the Brothers in this area.

Shasta County will receive more than \$11 million for highway construction next year, mostly for continuing Interstate 5 freeway construction north of Redding.

The state and federal highway construction program for fiscal 1966, budgeted for \$652 million, was announced by the California Highway Commission.

Projects in the county will include the start of another freeway section of 16.1 miles from two miles north of Redding to three miles north of O'Brien. The project is estimated to cost \$14,330,000. A total of \$8.5 million is budgeted for next year.

Not included in the commission's plans for the county is a \$900,000 project to widen the Cypress Ave. bridge across the Sacramento River in Redding.

Other Shasta County allocations are \$1,550,000 to complete financing of Interstate 5 freeway construction for 4.6 miles north of O'Brien, including an interchange at Salt Creek; \$300,000 to widen the Sacramento River bridge at Antler on Interstate 5 for a traffic center barrier; \$100,000 to construct traffic channels into Shasta College on Highway 299 near the Old Oregon Trail road; and \$66,000 to landscape Highway 299 for 1½ miles from Liberty St. to the freeway in Redding.

The commission allocated \$75,000 for a proposed state-federal-county project to widen Placer St. for an eventual four-lane highway between Wisconsin Ave. and San Francisco St., in Redding.

In Siskiyou County, the commission budgeted \$3 million for Interstate 5 construction from 11.1 miles north of Yreka for a distance of 3.3 miles.

Commissioners approved an

district are working at their full capacity supplying the various contractors with aggregates.

One of the jobs to be let in the near future is the Carson Pass job, better known as Red Lake Grade, which will be let toward the end of November or first of December.

### STOCKTON

#### Personal Notes:

The following Brothers were on the "sick list" this past month: Larry Carr, R. G. Stokes, Daniel Hinchman, and Earl H. White.

BLOOD DONORS: We wish to thank Brother Edgar A. Stephenson for donating blood to the Operating Engineers' Blood Bank.

\$885,000 amount to construct two bridges on Interstate 5 across railroad tracks near Weed and at Granada.

The commission authorized a \$1,650,000 allocation to grade 5.8 miles of the future Highway 3 north of Coffee Creek in Trinity County. Almost three miles will be paved. The road lies between Weaverville and Etna.

In another Trinity County allocation, the commissioners ordered \$130,000 to complete financing for widening and surfacing the Bramlot and Cold Creek roads for 9.6 miles. The roads are part of new alignment for Highway 36 between Dubakella Mountain and the Shasta County line.

The commission's budget calls for \$180 million in funds for buying property for roads. Of this amount, Shasta County will get \$554,000 and Trinity County, \$77,000. Miles said some of the property funds will be used to purchase a four-mile expressway route for Highway 44 between Hilltop Road and the Airport Road.

Siskiyou County will get \$1,450,000 in funds for road property acquisition.

The commission's budget is \$40 million more than 1965. It includes \$339 million in federal funds. Of this amount, \$289 million is ordered for the interstate system.

The Senate approved and sent to the White House the bill that would create the Whiskeytown-Shasta-Trinity National Recreation Area.

Before passage by voice vote, the Associated Press reported, California Republican Senators Thomas H. Kuchel and George Murphy spoke highly of the project and said it has the support of President Johnson, Gov. Edmund Brown and the Interior and Agriculture departments.

The bill authorizes \$21.6 million for land acquisition and \$22.7 million for development of recreation facilities around Whiskeytown, Shasta, Trinity and Lewiston Lakes in Shasta and Trinity counties.

It got quick approval from the Senate after being presented by Sen. Kuchel. The bill was approved by the Senate Committee on Interior and Insular Affairs and then went to the full Senate for final action.

Rep. Harold T. (Bizz) Johnson, author of an identical recreation bill already approved by the House, expressed appreciation to Kuchel for shepherding the bill on the Senate side.

"Without a doubt it will be most beneficial to the economies of both counties," he said.

Kenneth Waterbury, president of Western Evangelical Corp., developer of the proposed 4,000 acre Kennedy Shores subdivision within the boundaries of the recreation area, said today he will get together with other members of his group to decide what to do.

The Shasta and Trinity-Lewiston units of the recreation area, embracing areas of the Trinity and Shasta national forests, would be administered by the Forest Service. The Whiskeytown unit would be under the National Park Service.

Valley Engineers in Redding are down to five rigs; however,

they may put two more to work later on to finish up. Bud Cox, the Project Manager, has assured us he will be putting on two more pieces of equipment so that we can place a Journeyman Trainee there.

D. B. Stutsman, who subbed part of the Baker-Anderson pipeline, is nearly finished on the job and we hope "Stuts" will get another big job here. "Stuts" is chairman of the Sub-JAC and is doing a fine job.

Ferry Brothers, who have moved to Ione, forgot a few checks for the boys on retroactive and vacation pay, and we are "hustling" Mack, in Stockton, to collect these checks for three or four members.

Granite Construction Co. has a few laterals on the pipeline they are doing with four hydraulic backhoes.

Valley Engineers, in Corning, should be finished with the main pipeline by the end of the week. This will leave them with just the laterals to do. Jim Scott, project manager, is helping the Journeyman Trainee going around and around.

In talking to some of the boys in the John Shea shop they tell me the company picked up a \$22 million job in Glendora, near Los Angeles. This will mean that some of the boys will probably be paying Service Dues to Local 12 in Los Angeles.

Fogle & Son is winding up its job in the Red Bluff area. It was a "ticklish situation," due to sandy loam in which they were working.

Fredrickson & Watson are within two weeks of finishing the cement ribbon on the Red Bluff and Corning freeway. "Diamond Bob" Brodie is taking over the canal job due to the near completion of the freeway. Johnny Owens, Brodie's right-hand man, is helping with the canal, which is a ticklish proposition because of a high water table.

The Fadel job in Anderson promoted Jack Tiemman to Project Superintendent. He has the Wheel and Ko-Cal Loader really loading the dirt with the help of Curtis Flower.

Dale Anderson, of the Baker-Anderson Pipeline job, is trying to finish on the low parts of the job before the heavy rains. We wish him luck as he is another very helpful hand on the Sub-JAC Committee.

The G and A Salvage Co. is tearing down half the block on California St., between Yuba and Tehama St. Crane work is by Allen & Eastlund.

Our worthy Executive Board member, Joe Ames, tells the story about the "smart aleck" kid coming up on a Blacksmith who was pounding on a red hot horseshoe; the Blacksmith doused it in water and dropped it on the ground; the "smart aleck" kid picked up the horseshoe, slammed it down to the ground. The Blacksmith said, "kind of hot!" and the "smart aleck" boy answered, "no, it doesn't take me long to look at a horseshoe!"

The Charles Parker Construction Co., of Portland, Ore., is working in the lava beds in Modoc County. Parker is doing the work on the electrical transmission lines, while Lindo-Gill Construction Co., of El Cajon,

Calif., is working on three miles of park roads at the Lava National Monument Headquarters.

Work in Siskiyou County has slowed down considerably. Peter Kiewit and Sons, at Hilt, have one lane of the freeway complete, and expects to shift the traffic over and do the other lane. If the weather does hold out they expect to be calling for a few more Brothers.

R & D Watson are still going strong and are making real progress. This job has turned out to be a rock pit. They are located at Happy Camp on the Klamath River—a real nice part of the country. They have approximately three miles to go and even with the long hours the boys are putting in they expect to be working for quite a while longer.

There is still \$2 or \$3 million of work to be let some time in the near future just beyond Happy Camp. There is still about 20 miles of one-way road in this area to be constructed.

Trinity Construction Co. started the road job between Callahan and Cecilville with a small crew going—it will take about 80 days to complete this one.

Morrison-Knudsen expects to finish its project at Iron Canyon in about two weeks.

Ray Kizer & R. A. Heintz are going great guns on the freeway job north of O'Brien. It consists of construction of four-lane freeway together with frontage roads and construction of three bridges. By the looks of things they will probably work most of the winter.

We all wish a speedy recovery to the following Brothers: Frank Neil, Lloyd Lang, Del Beiers and L. Wilson.

Blood Donors for the month are: Billy Fish and Avis M. Cullis.

We are still holding checks for the following:

C. Baker, J. A. Bateman, V. Bartow, C. Burg, A. Carey, R. G. Dabier, J. Followell, D. Gustafson, J. G. Gilbert, P. W. Gillis, J. D. Griner, M. L. Gartley, R. D. Hutchinson, F. James, J. H. Landgraff, M. G. Lindley, W. C. Minges, O. E. Norris, R. Pelletier, I. R. Pierre, R. E. Pratt, H. Ritchie, J. Rogers, M. K. Solberg, T. B. Shannon, B. H. Smith, V. W. Stienfelt, K. J. Stanko, E. Thompson, M. N. Triplett, R. L. Williams, P. E. Williamson, E. Gibbs, J. H. Lansdale, G. E. Nelson, E. E. Phillips, J. B. Nichols, J. C. Thorp, B. Smith, B. L. Sirokman, O. E. Ellis, W. A. Brady, G. D. Boggs, W. Stanton, W. F. Barnes, E. W. Boren, S. E. Davis, G. L. Drummond, L. A. Everett, E. N. Felstet, L. L. Harney, I. C. Hamilton, R. E. Rodgers, J. M. Roth, Walter Eagleman.

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## SANTA ROSA REPORT —

# State Construction Budget Favors Redwood Empire

By RUSS SWANSON and WHIT WHITAKER

SANTA ROSA—The State of California has budgeted several millions of dollars for highway in the Redwood Empire for fiscal year 1966-67 to construct interchanges at Third, Fourth and Fifth Streets and College Avenue, in Santa Rosa.

Included in the \$4 million is an undercrossing at Ninth Street. These changes will convert Highway 101 in Santa Rosa from a "road" to a full "freeway," and will alleviate the bottleneck existing and will connect another link in the ever-improving Highway 101.

Ninety-five thousand dollars is budgeted to landscape Highway 101 between Edwards Avenue and the Mendocino Crossing, which also includes the Steel Lane overpass in Santa Rosa. One hundred thousand dollars is proposed to install underdrains at various locations near Fort Ross.

Going north we find about \$6 million earmarked for construction of Highway 101 into a 4-lane

freeway for five miles near Cummings.

The project involves constructing the highest highway embankment in California at Squaw Creek, about 900 feet long and 370 feet high. The Grizzly Creek embankment will be about 250 feet high and 800 feet long.

The project also includes constructing four sidehill viaducts, totaling one-half mile in length to carry traffic lanes because of the rugged nature of the terrain at an estimated cost of \$15 million; about \$10 million is in the budget.

Two million dollars was budgeted to extend the two-lane Route 20 expressway east of Highway 101 near Calpella; \$210,000 allotted to straighten portions of Highway 20. We should have our fair share of work.

It may not be the proper time to write about unemployment insurance, but in as much as the laws have been changed we should like to give you information on the most important changes.

As those of you who have obtained benefits in this area know, we have been extended every courtesy, and complaints are non-existent concerning Operating Engineers. (Incidentally, should you have a complaint, bring it to us and we will do our best in settling the problem.)

Now, to talk about the changes: First, any new claim where the benefit year starts after October 1, 1965, the maximum benefit has been raised from \$55.00 to \$65.00 per week, which will in time increase the benefit of most Engineers.

The other change, which we feel is most important, concerns anyone quitting a job without "good cause." Formerly, there was a five-week penalty for quitting.

Under the new regulations, should you quit without good cause, then when you file with the department of employment

for benefits, you will not be eligible until you have earned an amount equal to five times your normal benefit. (EXAMPLE: If you are eligible to receive \$55 per week, then you must earn \$275.00 from a covered employer before you can receive any benefits at all.)

A word of caution, now that you have been informed; be careful of quitting a job without good cause late in the year when the weather is such that work is scarce. It may be a long period before you earn enough to satisfy the requirements of the new regulations.

## BLOOD BANK

We are going to need additional donors for our blood bank. A few Brothers are slated for serious operations. At this time we wish to thank both Brother Carl Nelson and Duane Ringler for their recent donations to the bank.

## New Jobs Coming to Vallejo Soon To Help Replace Finished Projects

By AARON SMITH

VALLEJO — This area has many new projects starting when old projects wind up for the coming winter.

Syar and Harms started the clearing on the new project between Rockville and Fairfield.

Williams Construction Co. is making a showing on the Columbus Parkway job with Heims Bros. doing the clearing.

Elmer G. Wendt has the Ulitus Creek Flood Control job rolling and is employing about 15 Brothers.

Joe Richards still has a number of members working throughout the area, and the Ulitus project is off to a real good start.

Willmoth Construction Co. will have all the dirt moved on its

phase of the Flood Control by the time this goes to press.

Parrish Bros. told us the other day they cannot finish the redevelopment job before the first of April, 1966. There is some delay on demolition work.

In the near future, the approaches to the Napa river high level bridge will be let. State estimate for the one and eight-tenths miles is \$1,312,000. The Sears Point Cutoff will finally have a good entrance coupled with the new bridge Erickson, Phillips, & Weisberg is building.

Clyde Plymell has quite a bit of dirt to move in the Vallejo housing project. Clyde has employed about 10 Brothers all through the construction year.

Most major jobs in the Vallejo area will be winding up around Christmas. The amount of new contracts let and new ones about to be let lead us to believe that 1966 will be better than 1965.

## Sierra Projects To 'Top Out' At Turn of Year

Continued from Page 6—

cavated to 1,200 feet at which time further studies will be made on the feasibility of the underground powerhouse at the 1,000 foot level and if feasible design will proceed as to size and type of power house equipment.

A contract for \$191,931 was awarded to Brighton Sand and Gravel Company of Sacramento for construction on Lotrobe Road.

Three bids for the project were opened Thursday ranging as high as \$232,275. The contract was awarded and the construction will extend from the new U. S. 50 freeway interchange near El Dorado Hills for a distance of 3.1 miles south toward Latrobe Road.

The White Rock Powerhouse and Penstock should come up for bid about January. White Rock Powerhouse which will be a two unit 200,000 K.W. plant, will be the largest Powerhouse on the project, which is located near Placerville on the south fork of the American River.

The Powerhouse is scheduled to go on the line in early 1967. Diversion and retaining walls for control of the river are under construction, plus foundation excavation for the 15-foot diameter 1,500 feet long penstock construction of the Powerhouse and Equipment installation are scheduled to begin in January. J. A. Jones Construction Company has the Powerhouse excavation and Penstock foundation contract.

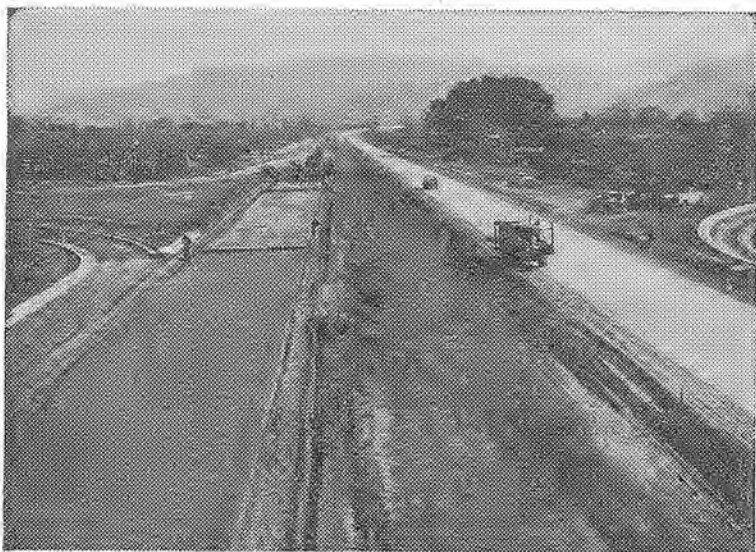
Scheduled for future building are a second 72,500 K.W. unit at Camino Powerhouse, 190 feet high Brush Creek Dam, Brush Creek Tunnel and Jones Fork Underground Power Plant.

Bennett Murray Co. is still working on the Road job at Gerry Creek and making good progress along with all the small jobs in the county.

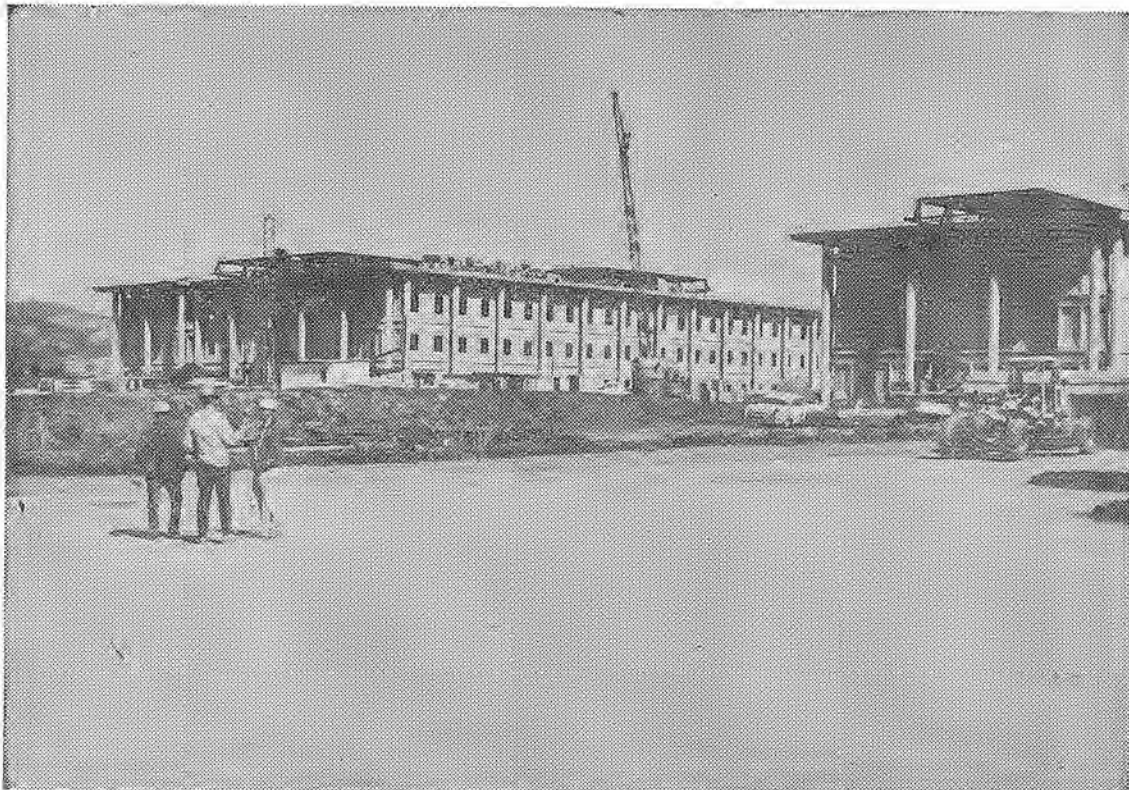
Joe Vicini Company is trying to get the hot stuff down on all the little jobs before the winter sets in.

We are holding mail for the following men:

Frank C. Beams, Jesse Boswell, James H. Clark, O. L. Crews, Bob Jinkerson, Kenneth A. Lawrence, Dave Mitchell, John Arnold Moore, Owen Rundell, J. M. Sellon, L. Strickland, Wayne Walker, Charles Webb, Earl H. Whitaker.



**NEW FREEWAY**—Gordon Ball Co. is putting final touches to Ukiah freeway by-pass. Here is a Gunnert Zimmerman slip-form paver at work.



**HIGHER LEARNING** — new buildings are shown at Sonoma State College at Rohnert Park, north of Petaluma. Here foreman Hank Pacheco talks with Loyal Snodgrass and Bill McGrath working for Arthur B. Siri. Crane in background is by Maino Construction.



**A TIPSY CRANE** — this 70 Northwest keeled over the side of a low-bed trailer while being transported to Windsor Sand & Gravel plant. George Carr Crane crew righted the rig with no injuries incurred. Note winery sign in background, which had nothing to do with the accident!



# Operating Engineers Official Directory of Officers and Business Representatives

## Operating Engineers Local No. 3

**JURISDICTION:**  
NORTHERN CALIFORNIA  
NORTHERN NEVADA  
UTAH, HAWAII AND  
MID-PACIFIC ISLANDS

MAIN OFFICE: 474 VALENCIA ST.

SAN FRANCISCO, CALIF. 94101

(Area 415) 431-1568

## OFFICERS

AL CLEM, Business Manager ..... (Area 415) 697-6798  
PAUL EDGEcombe, President ..... (Area 415) 648-3728  
DALE MARR, Vice President ..... (Area 415) 359-5351  
W. V. MINAHAN, Rec.-Corr. Sec. .... (Area 415) 686-5058  
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JACK SHORT ..... 637-2876  
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2305 S. Beretainia ..... (Area 808) 99-0084  
HAROLD LEWIS ..... 243-992  
BERT NAKANO ..... Hilo 66-4886  
KEN KAHOOONEI ..... HONolulu 81-1093  
WILFRED BROWN ..... 851-237

## GUAM

### AGANA

Corn Building - P.O. Box 2521 ..... 724-222  
J. C. YAMASHITA ..... 326-121  
TOM SAPP ..... 424-254  
JUAN BABAUTA ..... 335-290

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JAMES IVY ..... 228-2968

## HEALTH & WELFARE-PENSION

### ADMINISTRATION OFFICE

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

## Bidwell Bridge Opened to Public; Highest in Nation

Continued from Page 6—

five weeks work on underground work in south Chico. A. Teichert & Son, Baldwin Construction Co. and Butte Creek Rock are still hurrying to "beat the weather" around Chico, as is Graf-Vickrey, Dubach, Wunschell and Small.

Mastelotto Enterprises is supplying material for the Atkinson Powerhouse job. B. C. Richter and Harms Brothers have a few men working around the plant operation south of Oroville. Frank Fuller Logging Co. is burning debris on 40 miles of clearing of the Feather and Sacramento River.

## WEST SIDE FREEWAY

Kiewit has finished all subgrade on the Corning section of the Freeway and started the CTB. The Orland section has all the slab down and Fresno Paving Co. is working on the shoulders, which should be finished by December. All over-crossings are in and all off ramps are being paved with "hotstuff." Maccoco has finished pile driving and moved on to another job. There are several structures to be poured on the Corning section to complete the bridges and overpass.

The Frederickson & Watson subgrade section of the freeway at Willows has completed all subgrade and is nearing completion of bridges and overpasses, to be completed by Lord & Bishop. Hess-Brewer are near the end of their import from east of Willows to the freeway.

The George Whitman Co., from Arizona, was awarded a job from the Bureau of Reclamation for five reservoirs, pumping plants and 23 miles of connecting canal and pipe.

## LEVEE RIP-RAP

A. Teichert has finished all the dirt moving on the Corps of Engineers jobs on the Sacramento and Feather rivers. All that remains now is placing rip-rap. H. Earl Parker has a levee repair crew going south of Yuba City, and has completed the Sutter-Bypass job.

Baldwin Construction finished the underground and paving on Market Street in Yuba City and has street work going in several subdivisions around the Twin Cities area.

Stolte, at Beale Air Force Base, had an extension of its work and moved in all available rubber-tired rigs to complete the job in three short weeks. Bing Construction will do the paving for Stolte on the taxi strips and aprons. United Constructors is still going with a small crew as a sub from Stolte. Baldwin and Teichert have small jobs going at the base.

A. Teichert keeps a regular crew of grade "A" mechanics busy in the Yuba City shop with a lot of repairs scheduled this Winter.

We are holding mail at the Marysville office for the following: Ray L. Norton, Lester Wright, Donald D. Marrisett, Tim Winnett, Collins McCord, Rex R. Palmer, Dick Butterfield, Bennie Sanders, Don Rodolf, Joe Walters, Aaron W. Milburn, Wayne Henzon and Ben Johnson.

Best wishes for a Joyous Thanksgiving from the Marysville District personnel.



# SWAP SHOP CORNER: Free Want Ads for Engineers

## FOR SALE

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

**POWER DRILL** with stand, 1/2 hp. \$60, also '37 Chevy pickup, \$200 and '55 T-Bird, two tops, chrome wire wheels, cherry throughout, \$2000. Stan Maksim, 24 Desvio Crt., Pacifica. Phone evenings 359-2289. Reg. No. 1187335.

**ROCK CRUSHER**, jaw & roll, dbl. deck, vibrating screen, feeder conveyors. Henry Sand, Jr., 42342 Os-good, Fremont, phone 656-3649. Reg. No. 1101933.

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

**MOBILE HOME 61'**, G.M.C. fully equipped, \$1995. Bobby C. Cooper, phone 674-5457, 29303 Ave. 13 1/2, Madera, Calif. Reg. No. 1058339.

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

**MOBILE HOME**, Paramount, 12x60, 2 bdr. clean, 447-8269, L. A. Christman, 1306 Via D'este, Livermore. Reg. No. 589221.

**3 BDR. HOME**, 2 bath, family rm., patio, 37' kidney pool, air cond., 3 yrs. old, low down pymt., FHA App. \$23,500, 748 N. Willow, Fresno, Phone 251-8739. Reg. No. 287439.

**'55 FORD** Cab-over truck, ex. cond. \$300. Ralph Murchie, 1023 Riverton Dr., San Carlos, Calif. Phone 591-9058. Reg. No. 0855617.

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

**61' CASE CRAWLER**, Backhoe/loader, gd. cond. Larry Clonx, 101 Suffolk Ave., San Anselmo, phone 454-5288. Reg. No. 1054952.

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

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

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

**FLAT BED** Chevy truck, 1943, 4-spd. Brownie, good rubber, \$485. Lloyd Guthrie, 10128 Alhambra St., Cupertino, Calif. 252-1807. Reg. No. 490353.

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

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

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

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

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

**VACATION TRAILER**, '64 Sundowner, sleeps 6, Dan E. Carpenter, 21021 W. McSwain Rd., Stevenson, Calif. phone 532-3283. Reg. No. 955066.

**MOBILE HOME**, Paramount, 50x10 Ft. fully equipped, plus extras, \$2000. Walt Ponsler, Rt. 3 Box 32-A-10, Woodland, Calif. Phone 662-0030. Reg. No. 908753.

**D4 CAT**, with hydra-dozer, chisels and sub-soiler tools, good condition. G. M. Cooley, Box 161, San Carlos, Calif. Reg. No. 538707.

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

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

**WELL DRILLING** rig, big 6x6 truck; 1000 feet drilled line and pickup truck, \$5000. Charles W. Criswell, 240 North A. St., Tulare, Calif. Phone: 686-5520. Reg. No. 918345.

**1964 CAMPER**, Magic Touch, 10 ft. Also kingsize bed, icebox, stove with oven and broiler like new. Glen C. Derrington, 36465 Charles St., Newark, Calif. Reg. No. 863723.

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

**A.C. RIPPER CAT**, 18 HD, 14 ft. and 12 ft disc; Carryall 12 or 14 yd. Adams Model 100, Scotty, Collins, 6819 West Ashlan, Fresno, Calif. Phone AM 6-6902. Reg. No. 569-421.

**DORSETT** boat, 1960, 15 Ft. Also, 25 electric Merc. motor; heavy-duty tilt trailer. John F. Davis, 1215 Cooper Dr., Manteca, Calif., phone TA 3-7090. Reg. No. 798225.

**JEOP P.U. '56**, 1 ton, 4 wheel dr., 6 cyl. Warner hubs, heater, good tires. \$800. Giuseppe Tomatis, 6246 Dry Creek Rd., Napa, Calif., phone 986-6511. Reg. No. 535795.

**LOADER, D-6**, 2 1/2 yd., overhauled, roller & tracks good shape, \$3000. Fred Biolai, 11191 Farndon Ave., Los Altos, Calif., phone 967-2157. Reg. No. 714891.

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

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

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

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

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

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

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

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

**'60 CHEVY 2-dr.** hdtp., PS and PB, automatic, must sell, \$995. Amador Dominguez, 708 Circle Crt., South San Francisco, phone 583-8079, Reg. No. 563072.

**14' NUNES** boat, 25-hp Evinrude, trailer, \$450. See at 2123 Orleans Dr. Pinole or call Jim Daigh, 753-0765. Reg. No. 384970.

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

**OROVILLE**, 2-bdrm. home, overlooking lake, sprinkler system, air conditioned, near new school, bal. \$8800, payments \$70, normal down. John Vandevier, 6199 Coyte Ave. Sacramento, Reg. No. 750551.

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

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

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

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

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

**'57 MOBILE** "Transahome" 25 x 8, 2 bdr., dinette, large water heater, ex. cond. C. C. Conner, Box 131-A, Butler Road, Grass Valley, Calif. Phone 273-8131. Reg. No. 1075413.

**2 BDR. HOUSE**, lot 112x150, nice garden, 5 miles from Oroville, \$12,500. Leo H. Morrison, 84 Crane, Oroville, Calif. Phone 8841. Reg. No. 513617.

**2 BDR. HOUSE**, good Ford Tractor or nice Trailer House would make good down payment, bal. \$30 mo. Floyd E. Gorrell, 6547 N. Shaffer, Winton, Calif. Phone 358-8181. Reg. No. 592880.

**'62 HONDA** 150, ex. cond, \$250, or make offer. Leo Serber, 4503 Tompkins Ave., Oakland, Phone 548-6913. Reg. No. 795154.

**ACCORDION**, Ladies' 120 Base Fro talini; 26" six-speed bicycle; American Flyer electric train—trade comparable guitar w/amplifier. W. Young, 33149 Glenmoor Drive, Fremont, Phone 793-5449. Reg. No. 997636.

**'55 FORD** 1/2 ton P.U. \$200. John Furrer, 221 Milton Ave., San Bruno, phone JU 8-8326. Reg. No. 108747.

**'54 GMC**, 1/2 ton with Sparton Trailer Engine and Butane equipped, w/sell as unit—\$4500. A. M. Dewe, 155 Thamel Vista Drive, San Rafael, phone 456-9708. Reg. No. 389708.

**'57 DORSETT** Cabin Cruiser, 30 ft. Evinrude Outboard, Gator Trailer New Naugahyde Upholster SHARP, \$1800. Ray Lawrence, 35 El Camino, Space 40, Santa Clara, phone 244-6241. Reg. No. 1115323.

**COMMERCIAL FISHING**, 25-ft boat, Chrysler Crown eng., 2-1, red. Complete, ready to fish, \$2000 cash, \$2500 finance. George Wilson, 18 Buhne Dr., Eureka, Calif. Reg. No. 1011311.

**DRILL RIGS**, (2). Buda and custom with extras. Also, AC tractor w/Baker Blade. Illness forces sale for \$3950. Jim Taylor, 2533-19 Ave. Oakland, phone: 538-6022. Reg. No. 912148.

**EL CAMINO** pickup, 1960, 4-spd. box, 370 psi with overload springs, ex. shape, \$1400, original owner. Dick Dorresteyn, 2882 Tara Hills Dr. San Pablo, Cal. 758-0675. Reg. No. 108-683.

**LOT**, Del Paso Heights, 162' x 30 ft., \$3000. Dick Cooper, 1451 Me ced Ave., Oroville, Calif. Reg. No. 95965.

**PATENTED MINING**, ground, 2 acres with 1500 ft. river front, \$12,000 or 5-acre parcels, \$4260. Cal Meyers, 1635 Karin Way, Carson City, Nev. 849-0649. Reg. No. 969714.

**ENGINE LATHE**, 24" by 108" with 24" four and three jaw chucks, quick change, wet head, 7 1/2 hp, excellent, \$8000 or trade for Calif. property. Will deliver. Darrel A. termatt, PO Box 34, Kentfield, Calif., phone 461-5219. Reg. No. 1047032.

## WANTED TO BUY

**BACKHOE** with loader, '64 or '65 case on rubber. Requires Serial No. hours, buckets, price. Also payof D. W. Lane, Rt. 1, Box 411, Redding, Calif., phone 243-3767. Reg. No. 635722.

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

**JEOP**, older model preferred. Bo McLaughlin, Jr. 543 Sawyer St. San Francisco; phone: 333-925. Reg. No. 1182200.

## RULES FOR SUBMITTING ADS

- Any Operating Engineer may advertise in these columns without charge any PERSONAL PROPERTY he wishes to sell, swap or purchase. Ads will not be accepted for rentals, personal services or side-lines.
- PRINT OR TYPE the wording you want in your advertising on a separate sheet of paper, limiting yourself to 3 words, or less, including your complete ADDRESS and REGISTERED NUMBER.
- Allow for a time lapse of several weeks between the posting of letter and receipt of your ad by our readers.
- Please notify Engineers Swap Shop as soon as the property you have advertised is sold.
- Because the purpose should be served within the period, ads henceforth will be dropped from the newspaper after three months.
- Address all ads to: Engineers Swap Shop, AL CLEM, Editor, 474 Valencia Street, San Francisco 3, California. Be sure to include your register number. No ad will be published without this information.

## MOVING?

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

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

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

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

CITY \_\_\_\_\_

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





## Still a few Kinks'

## Fresno Journeyman Trainees Improve Skills

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

FRESNO — Activity in this area has remained about the same as the previous month.

The area continues to be very active and the work or job picture is very good for the membership.

Projects of every description are underway and in high gear in all parts of the district. Up to this time we have been unaffected by any adverse weather conditions.

The general heavy construction work in the earth moving field is still holding very strong and is keeping the large majority of our people working.

Building and related construction is also doing very well. A considerable amount of industrial and commercial type construction is being done in the Fresno area.

Housing construction is holding about the same and tracts are under construction in the north east and west sectors of Fresno.

The Rock, Sand and Gravel, Concrete and Asphalt Companies are all busy. They seem to be gathering momentum at the present time and are more active this month. We hope that this trend will continue.

## JOURNEYMAN TRAINEE

The Journeyman Trainee program is off to a fair start in the area. We now have over 20 trainees employed in various sectors of the area. They are employed on both large and small earth-moving projects.

We had some minor difficulties during the first week of instituting the program but these have been resolved for the most part.

We expect to have things operating as they should soon. Only by educating our people as well as supervision on the job, can we remove the "kinks" that exist.

With cooperation by all parties concerned, there is no reason why this cannot be the greatest

thing for the industry and our membership that we have done in keeping pace with the problems of automation and unemployment.

The Journeyman Trainee Program in conjunction with the Apprenticeship Program will be of untold value to our people and the industry in the near future and for years to come.

By upgrading the skills and proficiency of our membership we will have helped them do a better job and reduce the amount of time they are unemployed.

This will, of course, create higher productivity for the employers and the quality of work performed, will be even better than at present.

The Operating Engineers will make this program work.

We would like to thank the Journeyman Brothers helping the Journeyman Trainee Program get started. In talking with brothers on the San Luis Dam, they are understanding the Journeyman Trainees and are giving them a lot of help.

## APPRENTICE ROSTER

If anyone knowing of young men interested in the Apprenticeship program, should send them into the hall. We will be happy to give them an explanation of the program.

## A WORD ON SAFETY

We will not expound on the accident which took place last week, causing the loss of one of the good brothers. Instead, let us use it as a guide by which to work more safely. Just remember, the more we talk about safety the less we read or hear about accidents.

## SAN LUIS AREA

Work in this area is still progressing at a fast rate. The San Luis Dam continues to grow.

On Reach No. 1 Guy F. Atkinson has finished pouring its last big concrete pour on the slopes and the many structures on this project. When the wing walls

are poured at the mile eighteen pumping plant, this will weld the southend of Reach No. 1.

When the inlet at the north-end of Reach No. 1 is complete we have only to wait for the canal from the San Luis Power House to join the northend of Reach No. 2. The many miles made by the Engineers coming and going to work, also the many miles made on the job, man well represent the many gallons of water this canal will carry.

It may be interesting to know, that Reach No. 2 has received its trimming and lining equipment and there has been a small amount of lining done. However, like all new machines of this type and size, they have their problems. Just last week

some of the main bearings went out, causing a shut down. Until they get all the "Bugs" out, they will suffer a few minor shut downs.

There are some new ideas that they are using such as the Auger type dump chute which enables two mixer trucks to dump at the same time at the liner.

Work on the west freeway is also moving ahead, however, the new rigs we talked about are beginning to show some signs of fatigue. With the hard fast pace they have been going it isn't any wonder. Some of the good brothers still prefer them over some of the other similar type rigs.

## THE LION HUNT

Accompanying this Article are photos of the Hunters and the Hunted.

On Saturday morning, a year ago this month, a group of hunters went out after Mountain Lion with bow and arrow.

Three of the men were members of Local No. 3. They are: Buck O'Conner, Avery Loman, and Don Hamilton.

With the use of Walker, Red-bone and Black & Tan Hounds, they were soon "hot on the trail," and the chase started.

The baying of the hounds brought thrills, danger and excitement during the chase.

Early in the chase a puma was "tree'd," then out it came to be cornered in a rock crevice. Brother O'Conner, armed only with a flashlight and 22 caliber pistol crawled in and routed the cat. Again the chase was on.

A short time later the cat was tree'd again, and Buck Faulconer strung his bow and drove an arrow home to end the hunt.

The Lion measured 7 feet, 5 inches and weighed 148 pounds.

After the Hunt, the gathered at a local "pub" took pictures and enjoyed the result of the hunt—the telling.

They tell us that this is the "only way" to spend a weekend!

All we can say—each his own! Sympathies are extended to the families of Leo Bailey, Jr., and Don Herman.

## DISTRICT MEETINGS

ALL START AT 8 P.M.

## DECEMBER

## District 10

Satna Rosa, Dec. 2

Veteran's Bldg.

1351 Bennett Ave.

## District 5

Fresno, Dec. 7

Engineers' Bldg.

3121 E. Olive St.

## District 12

Salt Lake City, Dec. 10

Teamsters Hall

443 S. Sixth St. East

## District 11

Reno, Dec. 11

Musicians' Bldg.

124 W. Taylor St.

## CREDIT UNION

## DECEMBER

(all at 8 p.m.)

San Francisco, Dec. 1

474 Valencia St.

Eureka, Dec. 14

2806 Broadway

Redding, Dec. 15

100 Lake St.

Marysville, Dec. 16

1010 "I" St.

## Marin County Work Peaks to All-Time High

By AL. HANSEN  
and JIM JENNINGS

SAN RAFAEL—Work picture in Marin County has hit an all-time high. The largest job is Elmer G. Wendt's "Bahia" spread, south of Novato, employing 38 members of Local 3.

M. G. M. Construction is doing all the underground work with approximately 10 members employed. Bahia is under the supervision of Brother Ed Van Meter, Project Manager, and Brother "Fire Chief of Bolinas Bay" Joe Silva. Joe is always recognized at a distance by the big cigars he smokes.

The latest addition in supervision to this job is Brother John Jaquish. Job Steward is Brother Bob Anhorn; Brother H. Hillebrand replaced Brother Alex Cellini as Safety Committeeman on this job. The job has been going well this season, and will continue to make progress as long as weather permits.

The company holds its safety meetings each Monday morning, which gives members an opportunity to report unsafe conditions, and discuss the job in general. The firm performing the survey work is Finley and Carpenter.

H & H Construction (the Drake's Beach job) is known as a Mission 66 Project, sponsored by the Federal Park, and is near completion. Some of the brothers who are presently working on the H & H job are: Frank Cole on a D-9; Larry McDonald, D-8; Shorty Mills, Richard Scott, Chet Petrocchi and Clifton Morris on DW 20's; Ray Schunk and Ted Hicks on 14's; Harry Miller, mechanic. Foremen are: Brothers Russ Burke and Matt Cernac.

H & H is also busy on their new job at Terra Linda with Brother Roy Drescher working as their foreman.

## NEW WORK

Pier and docking facilities are to be constructed at Angel Island State Park at Ayala Cove, along with other miscellaneous facilities to be installed. Sealed proposals were to be opened at Public Works Building in Sacramento on October 20, however, the date has been set back to November 3—due to an addendum to this contract.

Ghilotti Brothers has been awarded a sewer construction job in Tamalpais Valley, northwest of Richardson Bay Bridge.

Chas. I. Cunningham, of Oakdale, has been awarded street and road work on the Fairfax-Bolinas road and construction of a water transmission pipe line.

Maggiore, Ghilotti & Madsen were awarded a sewer construction and water supply system job on Limita Drive and construction of bank protection at San Jose Creek in Novato, in addition to a sewer construction job at Harbor Point.

A & J Shooter was awarded a landscaping job at Lagendorf Park in Sausalito; Bobo's, of Novato, has been awarded a job for preparation of three tank sites for the North Marin County Water District; Ghilotti Bros. recently was awarded a sewer construction job on Marinda Drive; W. K. McClellan, of San Rafael, awarded bridge and culvert job at Boyle Park, and O. C. Jones, of Berkeley, awarded a

—Continued on Page 16



IT TAKES GRIT—to stare a mountain lion down while sighting in with a bow and arrow. See Fresno story for details.

## Obituaries

NAME	CITY	DATE	DEATH
*Bailey, Leo, Jr.—Gustine, Calif.		9-13-59	10-15-65
Battenfield, J. B.—Dayton, Wash		8- 2-47	10- 3-65
Berg, Harold—Fresno, Calif.		10- 3-53	10-23-65
Bisknell, Paul—Atwood, Kans.		4- 4-53	10-18-65
*Boates, George C.—Stockton, Calif.		4-12-64	10- 6-65
*Callahan, Paul—Gridley, Calif.		10- 2-60	10- 6-65
Craig, Harry—Fremont, Calif.		11- 5-55	10-10-65
*Crain, Royal E.—Crescent Valley, Nev.		4-11-65	10-10-65
Cooper, Chas. A.—Marysville, Calif.		9- 2-44	10-18-65
Fox, Milo P.—Salt Lake City, Utah		4- 3-54	10- 4-65
Guilianelli, Ralph—Pleasanton, Calif.		3- 8-37	10-18-65
Hackney, Lott—Mill Valley, Calif.		3- 7-53	10-26-65
*Hammerstad, Chas.—El Sobrante, Calif.		2-16-54	9-30-65
Herman, Donald—Los Banos, Calif.		11-25-44	10-11-65
*Jave, Charles—Auburn, Calif.		9-10-61	9-29-65
Johnson, Clarence, Richmond, Calif.		10- 4-52	10- 7-65
King, Floyd B.—Castro Valley, Calif.		11-19-61	10- 2-65
Lauv, Laverne L. (Tiny)—Berkeley, Cal.		6- 6-42	10-18-65
Mollet, Orvan R.—Central Point, Ore.		11-10-58	10-28-65
Mutter, Jack P.—Santa Cruz, Calif.		10- 7-50	10-18-65
Phillips, L. C.—Bangor, Calif.		10- 4-58	10-21-65
*Pickney, Joseph F.—Paradise, Calif.		7-11-64	10- 6-65
Ross, Pat.—Eureka, Calif.		9- 4-45	6- 3-65
Shaffer, Kenneth—Sebastopol, Calif.		3-18-37	10-10-65
Swails, Robert A.—Phoenix, Ariz.		7-17-41	10-28-65
Swicegood, Wm. G.—Berkeley, Calif.		11- 4-62	10- 9-65
Wiginton, Jack—Martinez, Calif.		5-17-47	10-27-65
*Woolard, Fred—Marysville, Calif.		4- 9-61	10- 6-65

\*Accidental Deaths (8)



## Prospects Bright for Eel River Flood Control Project Shortly

RAY COOPER and BUD MALLETT

EUREKA — Usually at this time of the year, our report reads "rain" and the work load starts to slow down; but here we are with the month of October nearly behind us and all jobs are going full blast.

There are several rip-rap and bridge jobs that need a break in the weather in order to get out of the river bar before the rivers rise.

Due to the Boilermaker's strike we have had quite a few brothers off work at the Crown Simpson pulp mill, but presently their contract is before the membership for ratification and we hope everybody is back to work within the week. At least these Brothers can look forward to all winter work.

Arthur B. Siri Co. had a good start on the new Junior College site, moving dirt while it's dry.

Silberberger Construction Co. has a quarry going at Bridgeville, furnishing rock for their Fortuna-Eel River Levee job. Speaking of the Eel River, we understand, from official sources, that \$17 million has been allocated for flood control on the Eel River for next year. We certainly hope this project gets started right away as it is badly needed.

Osborn Construction Co. moved to the Rio Dell sewage disposal plant, and is finishing up the Rio Dell bridge repair job.

Green Construction's Scotia freeway job is progressing with Brother Engineers moving a lot of dirt and getting in good hours. This job will be "moth-balled" as soon as the heavy rains hit.

Morrison-Knudsen Co. completed its freeway job at Dean Creek and is completing the storm damage repairs along Highway 101. Most of the equipment is parked at this time, but we hope to see the company around next spring.

Murphy Pacific encountered a number of problems on repairs to Mapel Hills Bridge at Miranda and getting their coffer dam "in" and keeping the water "out."

Alliance Construction Co. is finishing up local jobs and will be moving on to a recently

awarded county storm damage repair job at at Mattole.

Most smaller local contractors, Tom Coy; J. L. Conner; Art Burman; Mel Kadle; Acme Paving; Spike Melohn and others are keeping the Brothers busy finishing the various jobs.

Other contractors, meanwhile, are working long hours to complete their jobs before it rains.

Most jobs in the Crescent City area will be finished by the end of this month. However, Gibbon & Reed was the low bidder on a job let October 20th, for flood damage between So. Fork Road Rt. 199 and Gasquet.

Fredrickson & Watson moved most of the equipment out of Klamath. This was a good money job for most of the brothers.

The work picture over in Hoopa-Orelans area is about the same as at Williw Creek. Mercer-Fraser was awarded a good-sized job just east of Williw Creek; Grainte Construction Co. was the low bidder for removing the big slide behind Williw Creek.

Around Bridgeville, Baldwin & Warren is putting the finishing touches to bridges and approaches.

Seventeen million has been approved by the Division of Highways for next year. Over \$650,000 has been allocated for another section of full freeway from Dean Creek through Garberville.

### NEW SHOP AGREEMENT

We have recently signed an agreement with Erman's Tractor Service (Moore Equipment) and welcome these men into our great organization. Erman's A.C. Shop is located on Jacobs Ave., north of Eureka.

We are sorry to report another accidental death from this area. Apprentice Darrell Lydick was a fine young lad, 20 years old, and was just getting started as an Operating Engineer. The truck crane he was on came in contact with high voltage lines and Darrell was electrocuted when he stepped out of the cab onto the ground.

## Personal Notes

### VALLEJO

The Vallejo office extends sincere sympathies to Brother Henry Olson, whose wife recently passed away. We also extend an expression of help to speed the recovery of our Brother Henry Franz, recently hospitalized for an operation. Congratulations are in order for Brother Bob Evans, whose wife recently blessed the family with a baby boy.

### SAN JOSE

Blood donors for the month. Our thanks to the following donors: Theresa Dye, James T. Kelly Jr., Vincent Jiminez, and Bill Dalton.

Our condolences to Mrs. Jack Mutter, widow of Brother Jack Mutter, who passed away October 18. Jack was very well known and liked among the Brothers in this area, and will be missed by many of them.

Best wishes for a speedy recovery to J. H. Bradshaw, convalescing at home, and to Reginald Bateson, recovering from an Industrial Accident. Brother Bob Lyons is still hospitalized due to an Industrial Injury, and we trust that he will be well enough to go home soon.

### SACRAMENTO

It is with deep regret that we extend sympathies to the surviving families and friends of the six following Brothers who passed away recently from this district: Ted Brown, August Deickmiller, Ernest Gassaway, Marion M. Imel, Charlie Jave and John Walker.

## OLDTIMERS

# Gas from a Prince Albert Can Turn'er Over—It's Raring to Go

"Oldtimer" pictures this month were provided by Brother Alexander Bone, of San Jose, who has been a member of Local 3 since amalgamation in 1939.

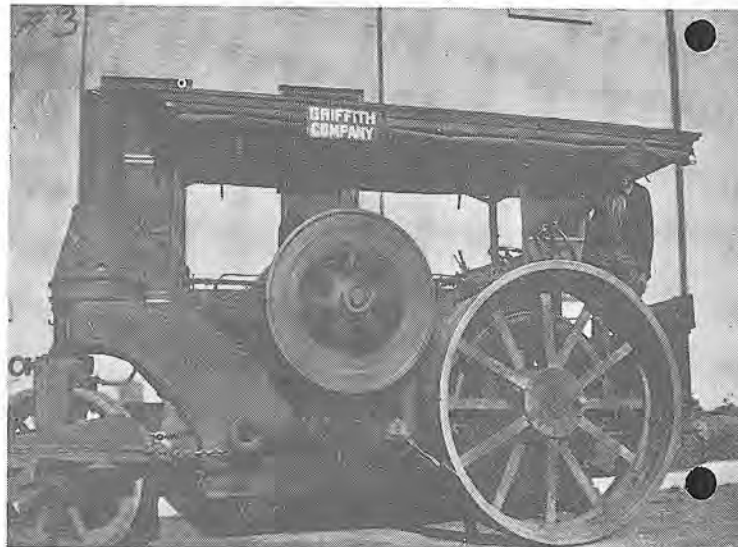
Brother Bone was initiated by Local 842 in December, 1936, and Dec. 1 will celebrate 29 years of active union participation. During the 29 years, Brother Bone has paid his dues annually and never missed an opportunity to support the principles of Local 3. Today at 71 years of age, he is still "a Local 3 man."

An interesting side note is provided by Brother Bone relating to the bottom picture at the right. It concerns the procedure for "firing-off" the Austin-Western roller with the big flywheels.

"To start this monster, you retard the spark, release the compression, operate the hand fuel pump to fill the mixing valve, pour one-half can of Prince Albert with gasoline down through intake valve and slosh another can full of gas into the clutches to cut down on the drag. Now climb up to flywheel and pull 'er over!"

The "Engineers News" appreciates receiving these "oldtimer" tid-bits, and we have received many remarks from members who have followed the pictures and stories. Our thanks to you Brothers who have made it possible to bring these pictures to the rest of our over 100,000 readers.

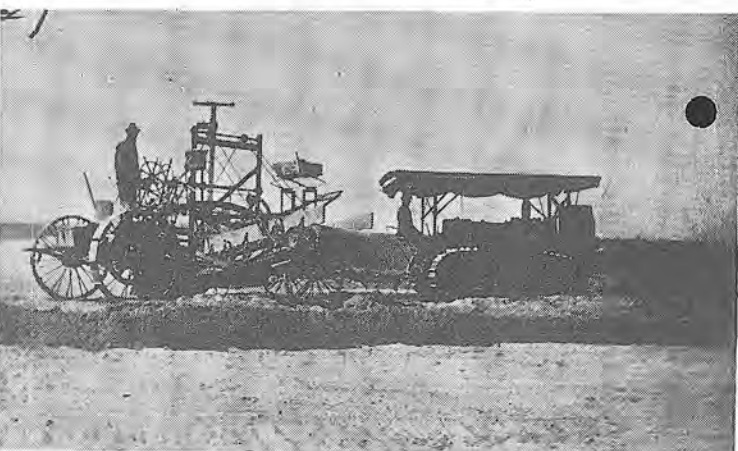
Next month, we will feature pictures and stories from two Brothers, Vlayton Sivils, of Oneals, Calif., and Naz Reynolds, of El Cerrito, Calif. Watch for them, and if you have pictures, send them to the attention of Don Thoms, "Engineers News," at the San Francisco office. Include all information and as many names of Brothers as possible in addition to where the equipment was used.



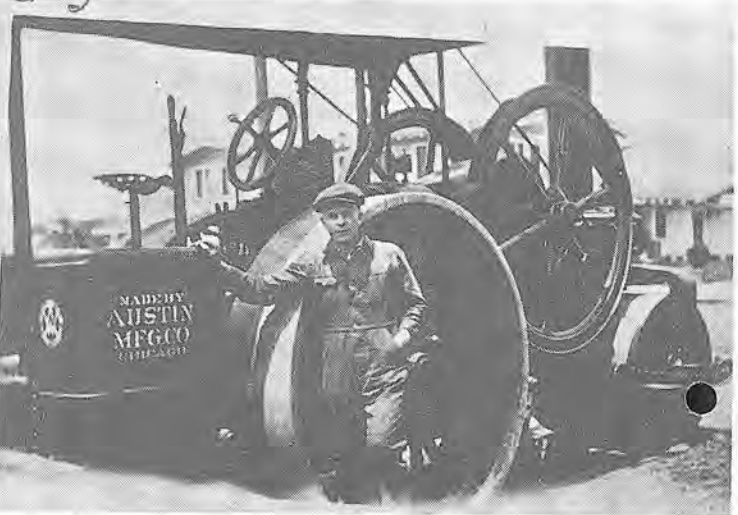
**WHIRRING ROLLER**—this is a Buffalo Springfield roller with Brother Bone standing at the controls in 1923. It was a 12-ton roller.



**VINTAGE**—judging the "sport roadster" at the right as a '21 T-model Ford, the Buffalo Springfield in the background and three-legged roller, the eight-ton Austin Western in foreground should be about the same vintage.



**MULE TRAIN** — normally, this mud harvester required 12 head of mules pulling and six pushing this excavator, but here is a 45 hp Holt Caterpillar, purchased in 1914. Dirt was rolled onto the belt by a single walking-type plow. That's Alex Bone on the Cat.



**HIGH ROLLER**—this is a one-cylinder Austin-Western road roller in 1922 near Whittier, Calif. Fly wheels were nearly six feet in diameter. Harry Johnson was operator, from Anaheim. That's Brother Bone standing by the wheel.

## Marin Work Hits Peak High

Continued from Page 15—

tennis and game court at Terra Linda High School.

We are holding the following checks to be picked up: G. R. Gentry, J. V. Crum, H. K. Erickson, E. M. Gilson, P. S. Montoya, W. C. Tracy. This is for retroactive pay due these members from Coxco, Inc.

We have been successful in obtaining vacation checks and retroactive pay totalling \$2,045. (This also includes infringements on the contract.) We would like to call to your attention that if you have not received your retroactive pay under the new contract, contact the office immediately. The office remains open until 7:00 p.m. on Thursdays for your convenience.

Our thanks to Brother Ray R. Schunk, for his donation to the Blood Bank. Brothers Bob Young and Earl Bechtold are off to Saigon, and we wish them luck.