

ENGINEERS

NEWS

STATIONARY ENGINEERS LOCAL 39



OPERATING ENGINEERS LOCAL 3

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151

February, 1965

Men and Machines

Engineers Train at Camp Roberts

CAMP ROBERTS — This 144,000 acre reserve Army training base, located near Paso Robles, Calif., is again alive with men and machines working in unison learning to upgrade and improve basic Operating Engineers skills. This is the second year of re-

training Engineers under the Manpower Development and Training Act, On-the-Job subdivision. It is part of the administration's "War on Poverty," to make better use of skills in the heavy engineered construction industry.

Operating Engineers, Local 3, which started last year's "pilot program" is administering the program, approved by the U.S. Department of Labor. There are 256 trainees here, 25 instructors from supervisory contractor ca-

capacity, and over 40 pieces of heavy equipment.

Here's a rundown on the total of equipment: nine dozers; 10 scrapers; 16 blades; four loaders; two grease trucks; four buses; two compactors, one sheepfoot; two water wagons; two welders; in addition to surveyor's equipment and mechanics tools.

Training is for six weeks, and there will be two sessions concluding in March. Al Clem, business manager of Local 3 said there are 132 California men, 27 from Nevada, 30 from Utah, 53 from Local 12 in Los Angeles and 14 from Montana.

The program this year was expanded to include Nevada, Utah and Montana. The men are allowed five dollars daily subsistence to pay for room and board, transportation to and from Camp and unemployment benefits which does not disturb their regular benefits.

For most of the instructors its their second year here. They come more equipped to teach and find the trainees "have a real desire to learn." Harley Davidson is project manager.

The trainees receive about two hours actual experience, under expert guidance, daily on the equipment. The rest of the time is spent observing, talking and studying technique.

Return Entries For Scholarship Before March 1

February is the last month to make application for competing for a \$500 college scholarship awarded through the Operating Engineers, Local 3. Entries close at midnight, March 1.

To date, 83 requests for applications have been received in every state within the jurisdiction of Local 3.

Applicants are only restricted to the extent that the parent of the applicant must have been a member of Local 3 at least one year preceding date of application. For practical purposes, March 1, the deadline for this years competition, is the determining date.

Winners may attend a college or university located anywhere in the United States beginning with the Fall semester for the 1966 academic year.

Upon receipt of application for scholarship competition, Local 3 will verify the membership of the parent. Judging, however, will be handled solely by the University Scholarship Selection Committee at the University of California at Berkeley, Calif.

Local 3 will not exercise any choice among candidates or indicate any favors for one candidate over another.

In competing for scholarships, persons who have received applications return them to the San Francisco main office as quickly as possible.



IT'S OFFICIAL . . . Business Manager Al Clem, with happy smile, signs contract with U.S. Department of Labor Acting Regional Director Morris Skinner to sound horn for Operating Engineers' second Manpower retraining program at Camp Roberts. (See story.)

Back to School; Agents Will Attend Seminar

Sixty Business Representatives are scheduled for a "refresher seminar" in Union affairs. The seminar will cover a two-week period during which the program will be repeated to four groups of 15 representatives each.

The following topics will be covered: labor relations, use of the field manual, taxation, public relations, photography and writing, Health and Welfare and Pension trust funds, membership records, industrial safety, contract survey and organizing new plants.

Representatives of the California State Industrial Relations Department and California Labor Federation, AFL-CIO will address the sessions.

B. von Haller Gilmer, professor of psychology at Carnegie Tech, will highlight the program with discussions on "problem solving." Professor Gilmer is currently a Visiting Professor at the University of California at Berkeley.

He is an author of many research articles and holds a union card in the American Federation of Television and Radio Artists.

Post Graduate Schooling

Father and Son Learning to Improve Skills

CAMP ROBERTS — This is a story of a man, limited to a third grade education by economic necessity but a "graduate" of the "college of hard-knocks", who is taking a post graduate course at Camp Roberts retraining school along with his son.

Joe Gomez and his son Frank live in Carlin, Nev. Joe has encouraged Frank to "get as much education as you can". Joe was an early dropout — at the end of the third grade, but "times were tough then", says Joe.

"I tell Frank to get an education. Here at Camp Roberts he has a chance to learn something, and I urged him to take up grade-setting because in our area grade-setters are darn scarce", Joe said.

He transferred from Local 370 Pocatello, Idaho and has worked in Nevada, Idaho and Utah. Most recently he worked for Fred Hoops as a crusher operator while Frank was pug mill operator on a hot plant for Hoops, east of Battle Mountain, Nev.

Joe has operated a shovel, mucker, dozer, roller and crusher. Dust has given his severe ear trouble, and now he's trying to

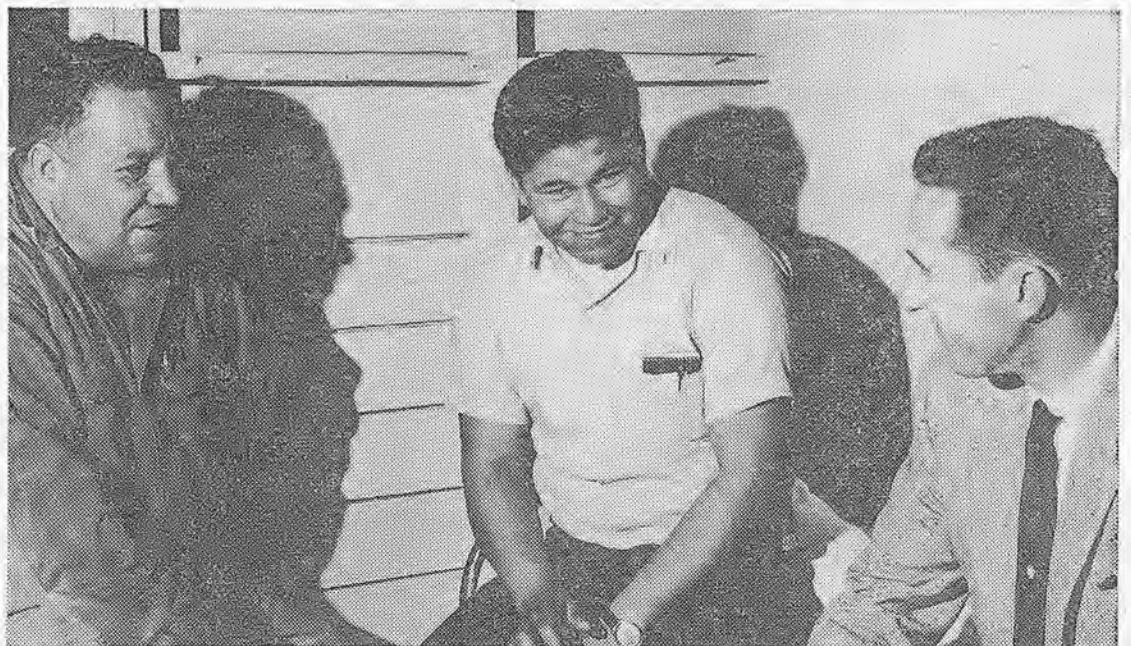
learn the blade under able tutelage of Ray (Silver Fox) Austin.

Frank figures there's a good future for young fellas in Operating Engineers. Only 21, he has

plans. While in high school, he was first string fullback on the Fruitland, Ida. district championship team.

As Joe says, "for people who

want to learn and improve themselves, the Engineers' retraining school here at Roberts is the place. If they can't learn here, they'll never learn."



FATHER AND SON . . . Joe and Frank Gomez, from left, from Carlin, Nev. are interviewed by U.S. Department of Labor specialist Bruce Stark on their arrival at Camp Roberts, Calif. for retraining under the Manpower Development Training Act. (See story.)

Memo from the Manager's Desk

By AL CLEM

Retraining Program At Camp Roberts

As you will note on the front page of the paper, our manpower retraining program at Camp Roberts is now underway again with 25 instructors, 250 trainees, all members of Local 3 and Local 12. Fortunately we were able to make arrangements with the Employment Security in the States of Nevada, Montana and Utah to include members to participate in the program who reside in these three states, too.

I had an opportunity to visit Camp Roberts and meet some of the representatives from Local 12. While the program is just getting started, it is evident that we have a fine group of trainees and an outstanding contingent of instructors. The equipment is of the latest models and I am sure that these trainees will improve their skills.

I would be derelict in my duty if I did not pass on to you the fact that we received a great deal of help from the International office, the Department of Labor, John F. Henning, Undersecretary of Labor; Morris Skinner, Acting Regional Director, and Bruce Stark, Representative of the Bureau of Apprenticeship and Training.

Without the full cooperation of these people, we would not have been able to get this needed and valuable program off the ground.

WESTERN STATES CONFERENCE

During the past month the Western States conference held its Winter meeting at Palm Springs, California. In attendance were General President Wharton, Executive Vice President Nolan, Secretary-Treasurer Carman and other members of the Executive Board. President Wharton gave an informative and constructive talk. The conference was well attended by many representatives from Eastern Locals, namely: Dale Burchett, Local 49; Thomas McGuire, Local 15; Dan Gagliardi, Local 137; Bill DeKoning, Local 138, as well as representatives from those Locals comprising the conference.

In conversations with different representatives, they all seem optimistic about the coming work picture, and we sincerely hope their optimism is borne out by actual fact.

WINTER FLOOD CLEANUP

Since the inclement weather has subsided in the northern part of California we find, particularly in the Eureka and Santa Rosa areas, and to some degree Redding, there is a great amount of equipment being moved in to clean up the ravages caused by the recent floods. This will provide job opportunities for many of our members. The out of work list is about normal for this time of the year.

SEND SUGGESTION FOR CONTRACTS

I would like to take this opportunity to thank the Brothers who have forwarded their ideas for the forthcoming contract negotiations.

During January there was a meeting in San Francisco attended by all District Representatives and representatives on special assignment. The subject matters were discussed at great length, and we are now in the process of formulating a proposal to be submitted to the employers on the opening of the contracts.

We have several major contracts open this year; the Nevada AGC, California AGC, the Steel Erectors and the Pile Driving Contracts. We again ask that if you have any ideas you would like presented, contact your District Representative or forward them to this office immediately.

GUAM ORGANIZING

Our organizational campaign in the Island of Guam is going as well as can be expected, however, we are meeting considerable resistance from some of the employers. This is anticipated from those employers with no vision for better conditions for their employees.

TWO MAJOR ELECTIONS WON

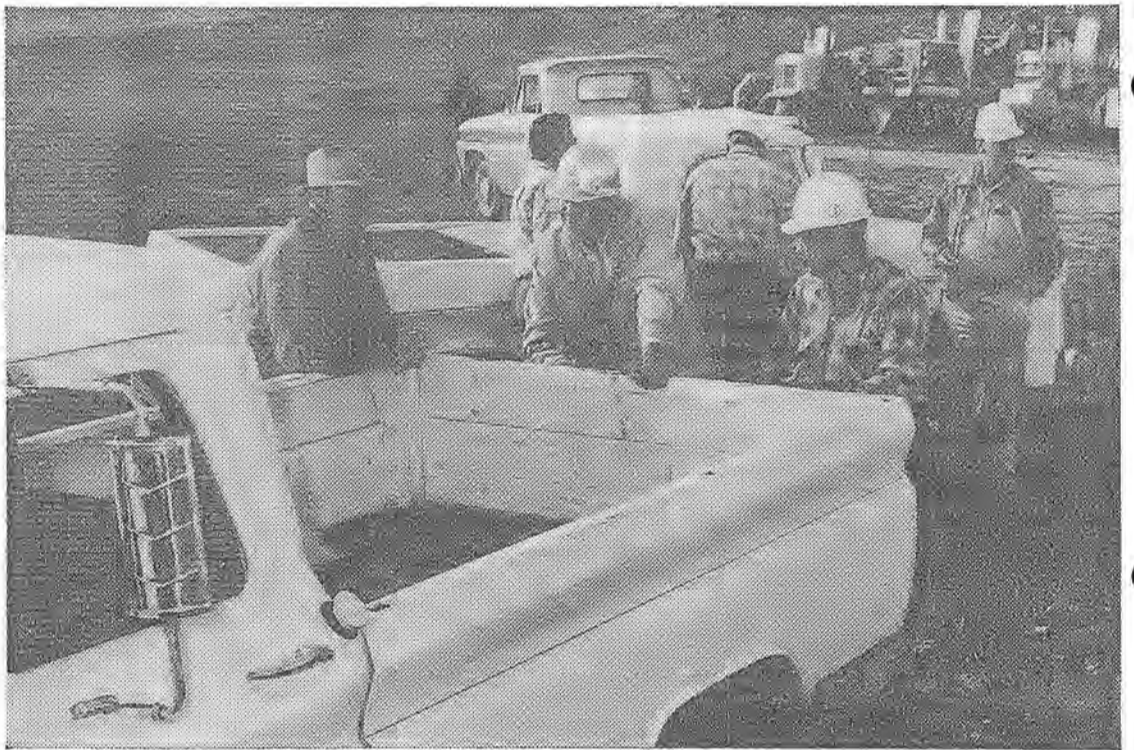
It is a pleasure to report that the employees of the Tenco Tractor Company in the Sacramento Valley with shops in Sacramento and Marysville have overwhelmingly selected Local 3 as their Collective Bargaining representative, and employees in the International Harvester Company in Sacramento selected Local 3 unanimously.

We have now on file with the National Labor Relations Board several other requests for conducting Collective Bargaining elections throughout the jurisdiction of Local 3.

—Continued on Page 5



LINEUP . . . here is a lineup of half of the equipment in use at Camp Roberts Retraining school where Brother Engineers are learning to upgrade their basic skills. There are 25 instructors and over 250 trainees.



TAILGATE . . . meeting took place on Sunday prior to start of retraining classes at Camp Roberts. Shown here are a few instructors who checked in early to inspect the over 40 pieces of equipment being used.

Hospital Care Passage By Easter

WASHINGTON—A social insurance program of hospital care for the aged is virtually certain of enactment at this session, delegates to the AFL-CIO legislative conference were told.

Sen. Clinton P. Anderson (D-N. M.), co-author of the King-Anderson bill, said Congress is "on the eve" of deciding that "working people can be permitted to take care of their old age health needs as a matter of right."

Anderson said the Senate "could move quite promptly once the bill comes over from the House" and could reach the President's desk "by Easter."

Earlier Vice Pres.-elect Humphrey also predicted spring passage and added: "This victory hasn't been won easily. There are people here in this audience who have been fighting for this for 20 years." Humphrey noted that the first bill he had introduced in Congress — in 1949 — was for a social security program of hospital and nursing home care.

He Retires 17th Time

GRANTHAM (England) — Steamroller driver James Bishop, 82, has retired for the 17th time. But he expects his employer will ask him to return again.

"It takes years to learn roller driving and youngsters of 50 or so just don't know how to use them," he explained.

Polygraph Tests Could Lead to 'Society of Snoopers'

AKRON, O. — The Rubber Workers urged the Akron City Council to prohibit employers from requiring workers to submit to so-called "lie detector" tests in order to get or keep a job.

URW Sec.-Treas. Ike Gold termed polygraph tests "unreliable" and an infringement "on the right of privacy."

The use of polygraph or other forms of "lie detector" tests by employers, Gold said, could "lead to the creation of a society of snoopers and spies."

He testified before the council's Public Welfare & Safety Committee, which is holding hearings on the proposed ordinance to bar polygraph tests as a condition of employment.

Four states currently prohibit the use of "lie detectors" by private employers, and Gold cited congressional hearings held last year and the testimony of prominent officials in urging adoption of the ordinance. He said it would be "a blow struck in defense of human dignity."

A worker who "flunks" the test either because of nervousness or the errors of an unqualified polygraph operator, might find himself blacklisted from other employment, as well as lose his present job, Gold said. He "could wind up with thousands of others on the scrap

20,000 CARDS PROCESSED IN JANUARY

During January, the San Francisco office handled and processed 20,000 membership cards through the new data processing machine.

Where members followed instructions and made payment and returned the IBM card with their checks, receipts were issued, records accurately credited and new billing for the next period returned within a week in a majority of cases. (Allowing for mail delay)

Again, however, it is necessary to point out that it costs the Union less in time and money to process the records directly. Payments made through an Agent in the field, through the district office accounting, through the San Francisco accounting control and then to the IBM system and bank balance is time and money consuming. And the chance for error increases with each handling of the account.

If a member is in doubt of "how much should I pay", remember, an overpayment is credited to your account, and saves your eligibility for benefits and avoids suspension.

heap of society because of the whims of a machine and an operator who himself never had to take a test to establish his qualifications."

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Labor Unions Grow

This is the time of year for statistical analysis and we are bombarded with facts everyday from every corner of the United States.

One which recently interested us, and we pass it along to you in hope that you, too, find some degree of interest, is that California Labor Unions added 48,000 new members to their rolls in 1964—the largest gain in eight years. This is according to the California Labor Department, division of Industrial Relations under the guidance of our friend Ernest B. Webb.

While the figures classify the entire labor force in the state there is no attempt to isolate "heavy engineered" construction from its broad category of "construction." But taking the "Construction" category, it shows an increase in membership of 5.7 per cent.

Under the leadership of Business Manager Al Clem, we think Operating Engineers, Local 3, tops this "per cent of increase" by a good 10 per cent. At the beginning of the year we claimed around 25,000 members. Today, the Local 3 membership numbers only a few shy of 30,000 throughout the jurisdiction. This is real growth.

There are several factors influencing the Local 3 growth, namely, our Health & Welfare and Pension Trusts, Apprenticeship program, and the only On-the-Job training program for Operating Engineers in the country. Top this off with sound management, forth-right collective bargaining, grievance procedures, education programs for Business Representatives, good fiscal control, and other aspects of a healthy organization and one can see why Local 3 is a growing union. We hope you're proud to be a member, too!

ON THE PRESIDENT'S INAUGURATION

The inauguration of President Johnson last month marked a new beginning and a resumption of our nation's struggle to fulfill its destiny as a land of the free where justice, opportunity and security are for all men.

The President calls it "The Great Society" where no one will go wanting, where hoodlumism will be stamped out and peace and prosperity will be equally distributed to all.

These are all fine works and ideals, but there is also a note of caution which must be heard. None of this will fully succeed without everyone's cooperation and devotion; in other words, apathy could bog down "The Great Society" before it has a chance to spring forth.

The "Great Society" principle, then, should be one which will provide qualitative as well as quantitative meaning to life in the remaining decades of the Twentieth Century by opening up opportunity and security to all Americans.

THE GREAT WARRIOR

The world recently paid its last respects to one of its greatest leaders, Sir Winston Churchill, and we who lived through both World Wars admired and respected his gift to the Free World—himself. He lived and died in style and he will be remembered with style.

When asked on the occasion of his 75th birthday how long he wanted to live, Churchill said, "I am prepared to meet my Maker, but I do not know whether my Maker is prepared for the ordeal of meeting me."

Indiana Repeals Right-to-Work

INDIANAPOLIS—Indiana has repealed its "right-to-work" law. For the first time since 1957, workers and employers in that state will have the right to negotiate a union shop in their contracts.

The legislature voted overwhelmingly to scrap the anti-union statute which Gov. Roger D. Branigin said had inflicted "rancor and controversy" on the state.

Democrats voted solidly for repeal, carrying out a party platform pledge. Three Republicans in the Senate, one in the House, crossed over to join them. The House vote for repeal

was 74-21. Earlier the Senate had voted 38-12 for the high priority repeal bill, which carried the designation Senate Bill No. 1. The bill was cleared for the governor's signature just two weeks after the legislature convened, near-record time for major, controversial legislation.

Indiana was the only northern industrial state to ban the union shop. The repeal action dropped the number of "right-to-work" states to 19. At the same time it gave a strong boost to the congressional drive to repeal Sec. 14b of the Taft-Hartley Act, which enables states to depart from federal labor law by prohibiting the union shop.

Opening the Door



How To Buy

Labor, CU's Hit Loan Sharks

By SIDNEY MARGOLIUS

(Editor's note: This is the second and final article on illegal and legal high-rate loans.)

Legal money-lenders now are using recent exposures of "loan-shark" activity in one Eastern state as an excuse to seek higher rates or authority to broaden their own expensive lending operations. In at least eight states, small-loan and personal-finance companies are seeking or already have such laws passed.

But this cure is not much better than the illness; certainly not enough to solve the genuine need for small loans at moderate cost, especially among workers in unstable or low-paid industries.

In Texas, a law went into effect last year licensing all loan companies in an effort to eliminate the widespread "loan-shark" operations there. But, the Texas Credit Union League pointed out, the new law permits true annual rates running from about 21 percent for a \$1500 loan for one year, to as much as 320 percent for a \$20 loan for two months.

The "pay day loans," permitted by the Texas law, are especially costly. Lenders are permitted to charge \$1 for each \$5 borrowed. If the loan is paid off at the end of a month, the true interest rate is 20 percent a month or 240 percent a year. If weekly payments are required, the true annual rate jumps to almost double!

These charges are not too far from the "\$6 for \$5" which is the illegal loan sharks' traditional charge almost all over the country. The "6 for 5" fee amounts to a true interest of 1040 percent per annum!

Under this law, lenders can charge a fee of \$3.80 for a loan of \$19 for one month. In contrast, a credit union loan for this amount and for the same period would cost just 19 cents.

In other states rates this high usually are not permitted on smaller borrowings. But the typical 2 to 3½ percent a month still is the equivalent of 24 to 42 percent true annual interest. In these states the drive of the loan companies has been to get permission to make larger loans, and the state legislatures have been succumbing to these pressures one after the other.

The Connecticut State Labor Council, for example, fought down bills expanding small-loan

operations in 1959 and 1961. But the lenders got a modified version passed in 1963.

In New York, as the result of the loan-shark expose there, legal lenders already are talking about the "need" for higher rates to save "high-risk" borrowers from the sharks.

The real protection borrowers need against illegal exorbitant rates for small loans, is not broadened lending by high-rate legal companies, but the combination of protection against unstable employment, and access to small loans through credit unions, which has successfully eliminated loan sharks in many areas.

Loan sharks already have been cut down in a number of industries such as longshoring, postal and municipal workers, according to labor and credit unions in these industries. But they still abound in such unstable industries as taxi garages and unskilled construction labor. In fact, Joseph Chaloupka, coordinator of the New York City Central Labor Council's taxi organizing campaign, reports one of the main complaints of drivers is that they frequently are in debt to loan sharks.

In contrast, in the longshore industry which used to be comparable to the taxi industry in uneven employment, loan sharking has been reduced considerably. Brooklyn, N. Y., longshoremen who earned an average of \$2300 a year ten years ago, now average \$6000, and now are considered good credit risks by the more moderate-cost lenders such as regular banks. In addition, the Brooklyn longshoremen's union (Local 1814) helped establish a credit union this year to provide small loans for distressed workers. The credit union enrolled 600 members in just its first four months.

Sometimes complaints have come to this writer that "middle management" does not always encourage credit unions, as well as one rumor of a tie-in between middle management and loan sharks in one Eastern plant. But credit-union officials report that workers in debt to loan sharks often are afraid to complain to management about loan sharks, because they fear management itself as well as fearing beatings by the illegal lenders.

In addition to loan sharks and the still-high if less exorbitant small-loan companies, you need to be especially careful about borrowing from two other sources, even though they are legal.

Ground Breaking Ceremony

Transit Test Track Triggers Start of Project

By ED HEARNE, TINY LAUX, STAN GARBER, JERRY BLAIR, and WHIT WHITAKER

OAKLAND—An historic rail-laying ceremony was held in Concord during January under bleak and rainy skies. It was the first step, aside from test borings through the Oakland hills and throughout the entire route of the nation's largest planned rapid transit system.

The new 75-mile system will be the first new urban transit facility constructed in the nation in more than 50 years.

A special four-way handle wrench and chrome-plated rail fasteners were used to "kick-off" the ceremony. This initial 4½-mile segment will be used as a test track to evaluate this year the many new equipment items developed by U.S. manufacturers.

Total cost of the system will exceed one billion dollars. It is expected that Operating Engineers will share in a major portion of the work. A pair of tunnels, reportedly south of the present Caldecott Tunnel connecting Oakland with Walnut Creek auto traffic, were bid recently. The bids, reportedly, were in the \$30 million range. Announcement should be made next month concerning winning contractors.

It is the most complex project ever undertaken in California and the West. It will include a series of tunnels, under-bay tubes, elevated roadbeds, and crossing-free surface track. Key link will be the four-mile under-bay tube connecting San Francisco to the Oakland Metropolitan Area, including Contra Costa.

SOUTH COUNTY

In Hayward, the new Kaiser Hospital has been started by Cahill Construction. Redgewick and Banke are handling grading and paving; Lee Backhoe has the underground work. Raymond Concrete Pile has been on the site for the last two months. Brothers Jim Henthorn, Pete Stefani and Jack Pickert are working for Raymond.

Liton Construction won a \$170,000 contract for flood control work in Hayward along Mission Blvd. and will move about 4000 yards.

OAKLAND AREA

The Oakland Stadium contract was awarded to Guy F. Atkinson Construction for \$14 million, and a pre-job conference is planned shortly. We understand there will be eight cranes in service here.

A few local contractors are helping in the northern California restoration program after heavy rains and damaging floods. They are: Bigge Crane Service, Raymond Concrete Pile, and Pomeroy Co.

Peterson Tractor Co. unveiled a new "monster machine"—they have tomed three 657 scrapers together for Peter Kiewit Sons' which, reportedly, will handle "over 150 yards" in one pass. The rig is slated for duty on the San Luis Canal project, and if it's successful, you'll see more of these "monsters" as automation comes of age.

Another Oakland "shrine," the

old Post-Enquirer newspaper office, is being levelled to make way for a 130-car parking lot at 19th and Franklin St. The Post "died" right after World War II, and joined a long list of once-historic newspapers.

CONTRA COSTA

Despite adverse weather and rainy conditions, the \$60 million Shell Refinery at Martinez construction continues without loss time. Shell has a tight schedule which doesn't allow for bad weather stoppages.

Kiewit has lost only a couple days while driving pile to expand the piers at the refinery to handle longer and more ships.

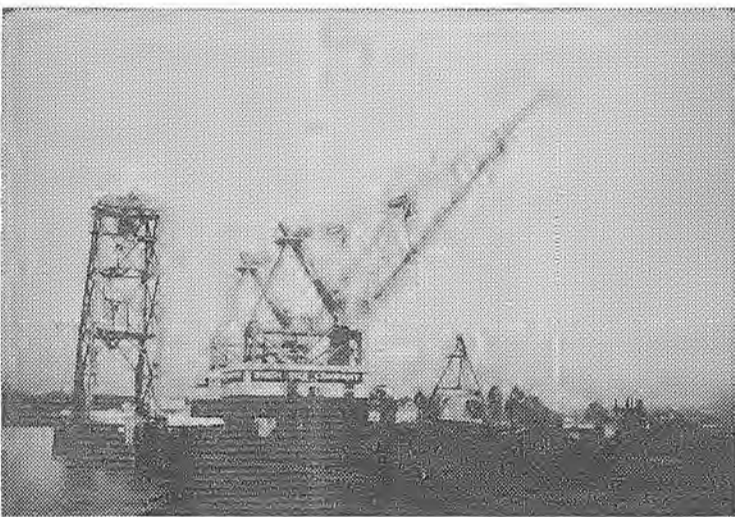
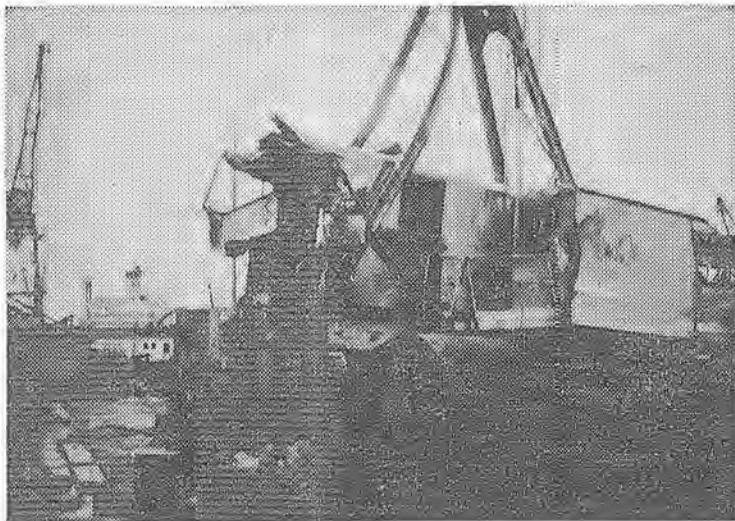
SOUTHERN ALAMEDA

Gallagher & Burk started work on its \$1.2 million series of overpasses on Highway 50 near Pleasanton. About 10 Engineers will be used here. Dan Caputo subbed the five bridges. There's 200,000 yards of excavation and about one-half will be done by scraper.

Fredrickson & Watson was low bidder on completion of Interstate 680 between Dublin and Danville, a distance of about six miles.

The project will include overpasses, undercrossings and cloverleaf at various intersections.

Atkinson made its first concrete pour at the delta pump house project near Byron. Brother Clarence Peterson is Steward here. Bill Ewing is safety man and Les Lassiter sits at the controls of a Whirly crane.



CRANE ACCIDENT . . . this is the gantry crane which cost the lives of five men in Alameda last month, including Brother Engineer Stan Sipes and four riggers from the Longshoreman's Union. In top photo is the battered house after being lifted from 10 feet of water and mud. Bottom photo shows the gantry and two derrick barges with house at right. Men were dismantlying crane when house toppled backwards.

Capitol Comments

\$5 Million Contract for Science Building

BY ERNIE NELSON, AL DALTON, CLEM HOOVER, JERRY ALLGOOD and RALPH WILSON

SACRAMENTO—A \$5 million science building at Sacramento State College was awarded to Maino Construction Co., of Santa Maria, recently. The building will be five floors.

Lentz Construction, of Sacramento, has sub-contracted the excavation work on the Maino project; A & E Pipeline Co., of Sacramento was awarded the sub contract for underground work on this job. Work is well underway at this time and it will keep many Engineers working for quite awhile.

Elsewhere around the district many jobs have been curtailed and some stopped completely while weathering the winter storms.

Most contractors are eager to get back to work. A. Teichert and Sons recalled a few Brothers on several jobs in Sacramento and surrounding area.

Kiewit and Son has a skeleton crew going on the Freeway job and company officials are awaiting clear skies to get rolling.

The new county airport job is stopped completely.

Raymond Concrete Co. is driving pile on the Fourth and X St. job; Dutra Dredge has all but one dredge in full scale operation.

Most Rock plants are still in operation despite adverse weather

and general slow down in construction.

Some new contracts awarded are: Wunschel and Small Construction, of Carmichael, a \$21,295 sewer project in Hidden Meadows at Orangevale. Work is scheduled to start soon.

C. F. Gilbert Construction, of Carmichael, won a \$45,870 contract to build a new storage building at Sacramento State College and work has already started with a few Engineers.

American Bridge and Crane Co. received an \$800,000 contract from Aero-Jet General, Inc., to erect the largest test pad in the world, which should take about nine months. The project is for steel erection on top of the pad, and work has already started.

Mt. Vernon cemetery, at Orangevale, awarded an \$826,000 contract to build the Chapel and Underground cribs covering 15 acres. Work will begin as the weather clears.

THE HILLS AREA

American River Construction is "digging out" after the brutal storms and ensuing floods which washed away much equipment and buried others under sand and silt. The dam at Hell Hole broke, washing out all previous work and bridges and roads on the way.

At present, they are trying to rebuild roads and bridges and

clean up shop areas. Long Canyon tunnel has started and more work will begin after the floods and muds have been cleared away.

Ets Hokin, who had some flood damage, is back to work at Middle Fork; Paul Hardeman is digging out to return to work. Hardeman lost some roads and bridges, including equipment.

Emil Anderson Co. is working both ends of the Auburn Tunnel with three shifts on the inlet side of the tunnel and one shift on the outlet.

Custom Co. dug its equipment

Cost of Superhighways Zooms by \$5.8 Billion

The Commerce Department sent Congress a Bureau of Public Roads report estimating that the 41,000-mile Federal-state superhighway program will cost \$46.8 billion, instead of the \$41 billion originally figured. The additional \$5.8 billion was attributed to increases in land prices and other costs.

Of the revised figure, the Federal government would pay about \$42 billion, and state agencies the remainder. Some observers predicted that President Johnson, who is trying to hold down his budget, may call for increases in taxes on truck users of the highways.

Jobless Training Doubles Under 1964 MDTA Role

WASHINGTON—The number of unemployed workers approved for training under the Manpower Development & Training Act doubled in fiscal 1964 over the previous year, according to a study made public by the U.S. Dept. of Labor.

The acceleration in the program, according to the study, reflects increasing national confidence in both the desirability and the feasibility of training, and retraining as a tool for cutting unemployment.

The report, which compares institutional training programs under the act for the two fiscal years, also showed:

* Job placements of workers completing training increased from 70 percent in fiscal 1963 to 75 percent the following year.

* More than 60 percent of all trainees were primary wage earners with family responsibilities.

* Nearly one-third of the workers approved for training had been jobless for 27 weeks or longer.

* Participation from two groups particularly hard-hit by unemployment rose — non-white workers, from 23 percent to 28 percent, and youths, from one-fourth to one-third of the total.

The report showed that during the first two fiscal years the institutional training program covered more than 500 occupations. Between the two years the number in training for semi-skilled jobs dropped sharply, while those training for technical, semi-professional and service jobs increased.

out of the gravel, but a dump truck and pickup are still buried beneath the river.

POLLOCK PINES

Survey work is starting for nearly 12 miles of pipeline by Diamond Springs Sanitary District Number 2 while most other contractors are digging out equipment and repairing roads and bridges.

Joe Vicini and Bennett Murray are taking on smaller jobs throughout El Dorado County cleaning up slides and keeping a few Brothers busy during the Winter.

Granite is completely shut down on its freeway, housing project at Diamond and crusher at Pollock Pines.

Kuckenberg is down and will be starting after the weather clears.

Brothers working on the White Rock Tunnel project for Walsh Construction Co. are making good headway, and enjoying the subsistence allowances.

J. A. Jones Co. is working long hours on the power plant job to finish up before the high water runs them out of Union Valley.

There is still an urgent need for Blood Donations as our supply at the Blood Bank is depleted. While you're not working, make an appointment and do a favor for a Brother.

ENGINEERS NEWS

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Silent Infections Lead to Disease

LOS ANGELES, Jan. 25 — Silent infections of the urinary tract may lead to serious kidney disorders unless detected early and treated.

Fifteen per cent of 521 consecutive adult male admissions to the general medical wards of the Los Angeles Veterans Administration Hospital were found to have bacterial infections of the urine. There were no symptoms of urological involvement in the group. Similar results were obtained in studies of female patients elsewhere.

The incidence of urinary infection was higher in older age groups and tended to occur more often in those with predisposing factors. These included enlarged prostate gland, kidney stones, and a history of urological instrumentation, surgery or previous infection.

Predisposing factors were not associated with infection before age 41 but were considerably more frequent in infected people from age 41 to 70. It is possible that younger males are able to resist infection even in the presence of predisposing factors.

The high incidence of urinary infection without symptoms, particularly in older patients, makes it urgent that careful screening for such infections in this age group be carried out, the doctors said. Early detection of these infections and appropriate therapy may prevent serious urological involvement.

Wanted: Money!

Credit Union Issues Appeal for Members

With the arrival of the winter season, the request for credit union loans has so far exceeded the purchase of shares by the members that we have had to drastically limit our loans. At the present time we are able to serve promptly only the members who have substantial shares on deposit with us.

This is both an unfortunate as well as uncalled for position to be in as one of the primary purposes of a credit union is to provide low cost loans to its members. With our present membership totaling over 3,100 a \$10.00 purchase of shares together with the money being returned in the form of loan payments would provide ample funds to meet this need.

Although some of our credit union members have already deposited the maximum (\$5,000) allowable at this time, and many have started with smaller amounts and are adding to their reserves through the regular monthly purchase of additional shares, the majority of our members have been content to make a small initial purchase and not add anything to their accounts.

Some of these same members become quite disgruntled when they are informed that we cannot process their loans because we do not have funds available.

It would seem that some of the members do not realize that the assets of the credit union are limited to the capital accumulated through the sale of shares to members, and as was stated before a very small monthly purchase by each member would provide ample capital to meet our needs.

We fully realize that with the winter season upon us many Brothers are not in a position to save money at this time, but we like to encourage you to begin a savings program through the regular purchase of credit union shares at your earliest opportunity. By doing this you can increase your own assets and at the same time assist the credit union in serving the membership.

QUESTIONS ASKED BY MEMBERS:

1. HOW DO I JOIN THE CREDIT UNION?

Answer:

By submitting a properly filled out application form to the Credit Union office, 478 Valencia

St., San Francisco, California. Or to the Loan Officer in your local Union District office together with a \$1.00 entry fee and a purchase of at least two (2) shares of credit union stock (\$11.00 total). PLEASE NOTE: The new membership forms are on I.B.M. cards. Please DO NOT fold or otherwise mutilate them.

2. WHERE DO I OBTAIN MEMBERSHIP APPLICATION FORMS?

Answer:

In your local Union District office, from your local Union Business Representative or from the Credit Union Office at 478 Valencia Street, San Francisco, Calif.

3. HOW DO I PURCHASE ADDITIONAL SHARES?

Answer:

By mailing a check or money order made payable to "OPERATING ENGINEERS CREDIT UNION." Mail to 478 Valencia Street, San Francisco, California. Or by making payment directly to the Loan Officer in your local Union District Office. (Please write your credit union member-

ship number on the outside of the envelope.)

4. DOES PAYMENT ON THE PURCHASE OF SHARES HAVE TO BE MADE IN MULTIPLES OF \$5.00?

Answer:

No. Fractional parts of shares may be purchased.

5. HOW DO I APPLY FOR A LOAN?

Answer:

By submitting a completed loan application to the Loan Officer in your local Union District Office. NOTE: All loan applications must be processed through the Loan Officer in your district office.

6. WHAT REQUIREMENTS MUST I MEET IN ORDER TO QUALIFY FOR A LOAN AND WHAT ARE THE TERMS FOR REPAYING A LOAN?

Answer:

The schedule of loan requirements and terms for repayment are set by the Board of Directors and are subject to modification from time to time. For information on the current schedule please contact the Loan Officer.

MORE -- Manager's Memo

Continued from Page 2—

ELECT GRIEVANCE REPRESENTATIVES

You will note that in the next round of meetings, the special order of business will be for the election of your Grievance Committee members. We urge all of you to attend and vote for the member of your choice for representation on the Grievance Committee. These Brothers put in considerable time and perform a worthy service for the union; therefore, I believe we should give them all the support that we can, during election and after the election. With the support of the members in the area, they will do a better job for you and their Union.

There are numerous calls for bids for work in Northern California. Just in the last month the bids were open for the Orinda tunnel in Contra Costa County, which will be used to service the Bay Area Rapid Transit System, and as plans are ready and bids are called for, it will supply additional work for the Brothers in the Bay Area.

SALT LAKE BUILDING

We recently purchased a parcel of land approximately mid-way between downtown Salt Lake City and the airport bordering Highway 40. We anticipate moving from our present headquarters in Salt Lake City to a new building as soon as the plans are ready. The new home base in the State of Utah will have a much needed parking facility, and a larger office space for our staff servicing Utah.

We recently had the pleasure of meeting with the Insurance Claims Managers at the San Francisco Industrial Claims Conference. Brother Fran Walker was guest speaker. The conference is made up of insurance claims adjusters, lawyers, doctors and labor-management personnel to promote a better understanding of mutual problems which arise out of accidents.

CHECK DISPATCH SLIPS

There is a portion of the Hiring Regulations which many of the members are not familiar with, and that is to be on a job legally, you should have a Dispatch Slip in your possession.

We realize many Brothers have worked for the same employer for many years, and as a result of this lengthy tenure of employment, the dispatch slip has deteriorated, has been lost or mutilated. The only way the agents have of checking the employees to see if they are on the job legally is to ask you for a Dispatch Slip.

If you do not have one in your possession, do not resent the agent asking you for it. They are only doing the job they are paid for, and enforcing the regulations as adopted by the membership. You can secure one by merely asking the agent for it.

AGREEMENTS AND DISPATCHES

During the month of January there were 8 regular agreements signed and 72 short form agreements, making a total of 80. There were 1123 members dispatched to the various jobs during the month.

San Rafael News

Bids to Open on Four-Lane Tiburon Highway Construction

By AL HANSEN

SAN RAFAEL — The work picture in this area is a little more cheering since the previous report as there is a lot of clean-up work resulting from the heavy rains, and with dryer weather, several contractors are back on the job.

One of the brightest spots in Marin County is the \$1.305 million scheduled for highway projects. Largest is the four-lane divided highway on parts of Tiburon Blvd.

Bids have been advertised and are to be opened February 24. The project includes: grading, paving and widening Tiburon Blvd. for eight-tenths of a mile, between Blackfield Drive and a point just beyond Reed Ranch

Road; also to grade an additional four-tenths mile and place rock slope erosion protection along Richardson Bay to seven-tenths of a mile west of San Rafael Ave., about two miles west of Tiburon.

Ghilotti Bros. was awarded the contract for Irwin Street entrance to San Rafael, which includes extension of Grand Ave. across San Rafael Creek to East Francisco Blvd. Three bridges, across San Rafael Harbor and San Rafael-Irwin Creeks will be built, and a timber bulkhead constructed at Irwin Street.

The San Rafael project is part of a master plan to reconstruct Highway 101 to an eight-lane freeway for six miles from San Quentin Wye to Miller Creek Road at Marinwood, however, construction is not scheduled for several years.

Design studies are under way for an interim project to add two lanes to Highway 101, from Third Street in San Rafael to .2 of a mile north of North San Pedro road, and relocation of Highway 101 between the Black Pt. Cutoff and a point north of Atherton Ave., Novato.

Bids have been received for 2.5 miles of median barrier installation on Highway 101 from Corte Madera Bridge to the San Rafael Viaduct.

Highway 101 is now a full freeway for 21 miles from Golden Gate Bridge north, following completion of a \$4,241,000 project from Miller Creek Road to Entrada Drive in Novato, which took two years to complete.

Resurfacing, reconstruction of shoulders and installation of underdrains on parts of Highway 101, from Novato to near the Petaluma River in Sonoma County, were also completed in December.

Coxco has its job going at

Marin Highlands in Novato with a few operators. The rains halted this job, but the company hopes to resume in full swing very shortly.

North Bay Construction is still at Los Gallinas Sewage Treatment Plant.

Associated Dredging started again by moving its dredge from Sausalito to Alameda.

We have received many inquiries from members on how to go about reporting their vacation pay when they are on unemployment insurance. For your information and guidance, the Dept. of Employment has ruled that our vacation plan is "pay in lieu" of a vacation and accrues during the period of the claimants' employment. Therefore, none of our members should be penalized for receiving "pay in lieu" of vacation while drawing their unemployment insurance benefits.

Did you work for more than two employers in 1964? If so, you may have a refund due on Disability Insurance. The 1964 Claim for Refund Forms are available at our office. This must be filed by June 30.

Eight Cents Pay For One Week of Hard Laboring?

Recently, an Associated Press news story from Fullerton, Calif. reported that a group of workers, who quit after one week at a citrus growing farm, showed a newsman a check stub, indicating that one man had earned only eight cents take home pay for work that week.

It showed: Total wages, \$16.35; withholding tax, \$2.15; board, \$11.67; gloves, \$2.45. Balance: due: \$0.08.

Marysville Storms

Oroville Dam Stops Severe Flood

MARYSVILLE — Every Brother Engineer and his family are thankful Oroville Dam was started, however, no one knew for sure how effective it would be in the face of the "mighty storms of '64". The dam held well and registered only four per cent moisture in the center. It is designed for an 18 per cent moisture content. It has already done its work containing the Feather River.

Everyone expected a repeat of the floods of 1955. Conditions were similar. Warm rains peppered the area up to 9,000 feet in the Sierras, and there was no let up for days.

At Challenge, in the Yuba foothills, 8.65 inches fell in a 24-hour period.

The partially completed Oroville Dam reduced the flood flow on the Feather River by more than 100,000 cubic feet per second. This relieved pressure in the critical Yuba City-Marysville area by lowering river stages at this point, and evacuation of the two cities was unnecessary by reducing the flood threat in the levee-rimmed population center.

Flood damage to Oroville Dam was "relatively light" considering the intensity of the storm. The storm washed out the contractor's railroad at Thermalito Diversion Dam, but repairs have been completed on this section.

A materials conveyor and a roadway bridge located in the areawhere gold-mining dredgings are transported for use in the dam's embankment were extensively damaged.

Borrow areas were also temporarily flooded. There was damage to the visitors' parking lot at the fish ladder and to the Bidwell Bar portion of the Oroville-Quincy Road.

Construction on the Middle Fork Bridge also is expected to be delayed because of three carloads of bridge steel that is stranded on a rail siding.

LEVEE REPAIR WORK

Many Brothers in this district have been called for emergency work for contractors who have moved in to high gear with equipment to the levee, damaged during the high winds and rains.

H. Earl Parker Co. placed tons of cobblestones in the damaged berm of the Feather River levee south of Yuba City, where receding water disclosed the river had cut away a section at the base of the levee.

Another section about one mile south of the Nicolaus Bridge also was repaired. Thousands of tons of rock were taken to the two damaged areas after levee officials decided to proceed immediately with repairs.

The emergency dike at an irrigation headgate at Daguerre Point Dam has been completed, and work began on a ditch in which pipe will be laid to re-route the Yuba River around the damaged area. This job is also being done by H. Earl Parker Co. of Marysville on an emergency basis, and a contract for the job is being negotiated. Cost estimates of the job range from \$140,000 to \$170,000.

Reconstruction of the permanent headgate into the Hallwood-Cordua irrigation ditch is expected to begin this summer, costing about \$500,000.

BIDWELL SPAN INUNDATED

The fast rising Feather River



WASHOUT . . . This picture is taken below the Oroville Dam and shows the Frazier-Davis Construction Company's Bailey Bridge just before the water coming from the two diversion tunnels washed it out.

in Oroville swallowed doomed Bidwell Bar Bridge. The sturdy concrete bridge, built in 1947, was under 40 feet of water in Feather River Canyon, three miles upstream from Oroville Dam. Water backed over the bridge overnight, and it soon disappeared into the water gloom that will be its fate when the dam is completed. The state began transporting 200 bridge users in amphibious vehicles.

TESTS AT BULLARDS

Chemical Research Construction Co., of Merced, subbed from International Engineering, Inc., for 1,400 linear feet of tunnel at \$170 per foot. We signed a construction agreement with the firm, and the job will be 100% union!

Work will begin immediately on the exploratory tunnels to determine the structure of substrata at the site of the proposed Bullard's Bar Dam, the principal flood control dam of the Yuba County Water Agency's project on the Yuba River. We all know this brings us one step closer to the hugh \$150 million Yuba River Project we have been waiting for so long, and it may be let later this year.

UNDERPASS OPENS

Marysville's new 12th Street Underpass has been opened to traffic. This job, by the A. Teichert & Son Inc. of Yuba City, cost of \$550,000, and has been under construction since November 1963. It replaces a 53-year-old narrow and relatively shallow underpass which had been the scene of many accidents. We have had many of our brothers working on this job as weather permitted. This is a real step forward in this area to help relieve the traffic on Highway 20 east out of Marysville. The original opening was delayed to allow the pavement to dry to paint lane lines.

NEW SPAN AT GRIDLEY

The State Division of Highways called for bids to construct a new bridge and approaches across the Feather River on the Gridley-Oroville Highway, in Butte County. Bids will be

are included in the 150 Titan and Atlas missiles being deactivated across the United States following Defense Secretary Robert McNamara's military cutback order. The unarmed missiles will be transported to Norton by land on specially equipped trailers, and will remain in storage awaiting utilization in other Air Force programs.

10 YEAR ROAD PLAN

More than \$44 million will be needed for improvements to Yuba and Sutter County roads over the next 10 years, according to estimates in a report submitted to the state legislature by the Department of Public Works. Sutter County will require \$20,762,000 for construction and improvement of roads outside the state highway system and Yuba County will need \$23,918,000.

Yuba City's requirements were estimated at \$1,468,000 and Marysville's \$1,278,000. Estimates for other area cities included: Live Oak, \$934,000; Wheatland, \$445,000; Gridley, \$1,241,000; and Biggs, \$397,000.

In the past four years, Yuba County has spent a total of \$1,029,000 on construction and improvement of 58.6 miles of road, with \$11,000 of the total spent on right-of-way acquisition. During the same period, Sutter County spent \$1,433,000 on 146.8 miles of road, according to the report, with \$43,000 of the total going for right-of-way.

Marysville spent \$376,000 on 6.3 miles of city streets during the four years, with all of the money going for construction. Yuba City in the same period spent \$124,000 on one mile of street. Other area city expenditures and mileage included Live Oak, 1.3 miles, \$17,000; Wheatland, .1 mile, \$14,000; Gridley, 1.6 miles, \$105,000; and Biggs, .5 mile, \$12,000. The expenditures were a portion of the \$1.13 billion spent by the states cities and counties between 1960 and 1964 for construction and improvements of streets and roads. The estimated need for area cities and counties were part of the \$6.52 billion projected by all cities and counties in the state

Sears Point Bridge Contract Awarded

By AARON SMITH

VALLEJO — The high-level Sears Point Bridge contract was awarded to low bidder Erickson, Phillips and Weisberg, of Concord during January. The winning bid was for \$3,813,263.

The bridge will have a water clearance of 100 feet and includes approaches. The high-level bridge will allow boating and barge traffic up the Napa River without interrupting the vehicle flow.

Next major contract to be let in this area is the freeway from Vallejo to Sears Point Road.

Ground-breaking for two large buildings was announced recently. Archie Q. Smith will tackle the Accension Arms multi-level apartment building in the Vallejo Redevelopment project for \$655,000. Siri Construction, of Benicia, was awarded a \$244,000 contract for a new Bank of America building, also in the Redevelopment project.

Rounding up other contractors and their jobs, Darkenwald is on a "hit and miss" basis on the Benicia-Cordelia Freeway; Syar & Harms are idle; Clyde Plymell will start its Tennessee Street extension as weather clears.

Leboeuf & Dougherty, Inc. of Richmond, is driving pile at the Kaiser Steel plant in Napa; the Westbrook, Darkenwald and M&K joint venture on Lake Herman Road should start construction shortly.

Kaiser Steel has hired a few men and we hope will add several more in the near future. The Basalt plant at Napa has worked the Winter through the rains with no problems.

for street and road work over the next 10 years.

DISTRICT MEETING

Three members of the Grievance Committee were re-elected to their posts at the regular District meeting, January 14.

Returned to office are: Brothers Dick Bell, Jack Curtis and B. B. Gilbert. The trio earned a return for their outstanding performance in the past.

Also, last month, we held a Steward's meeting of men on jobs throughout the district, and the result was "most gratifying". The men were enthusiastic and more such education seminars will be conducted in the future.



FISH BOWL . . . flood waters careening down into Oroville covered the fish barrier dam shown here and submerged the salmon bed in foreground. So in a way, the "fish nearly drowned." Waters covered parking area, too.

Golden Gate City In Clutches of Winter Season

By DALE MARR, GEORGE BAKER and JIM MEEHAN
SAN FRANCISCO — Like every other area, bad weather has the City by the Golden Gate in its grip. Work is nearly at a standstill.

We note, however, that San Francisco and California construction rose about four per cent during 1964, and it is expected, optimistically, to rise again this year. In next month's issue of "The News" we'll attempt to give you a run-down on projects "in the works" and "on the boards" for San Francisco. The list is long and impressive.

Most noteworthy, and by far the single biggest project, is Bay Area Rapid Transit's billion dollar project. We have had several meetings with the heads of this project and we believe there will be plenty work for everyone. The test track, some 4½ miles, has been started in Concord. In San Francisco, there will be plenty work in tunnels and along rights-of-way surface tracks.

The Palace of Fine Arts is coming right along with M-K and Aaron on the job. Work should be down hill here this year. There has been some piling driven. The old piles were in near-perfect condition and were sawed off and capped.

The small boat harbor at Gas-house Cove is taking shape. The sea-wall is nearly complete after many headaches with placement of the sheet pile and underfooting of the bay floor. Boats are being moored in the Cove and the next step is renovation of the old boat harbor to the West.

We learned of a near tragedy at Perlini's Golden Gateway project where a hammer toppled and bent up a lot of equipment. Fortunately, no one was injured, except for one worker who broke a leg jumping aside.

We are grieved by the loss of our Brother Stan Sipes, whom we knew and admired. He died as a gantry crane at Pacific Bridge Co. he and four others were dismantling, toppled and crashed through the wood pier into 10 feet of water.

Sipes was trapped, but jumped clear only to have the house crush him.

Four Longshoremen, Matt Kole, Jim Morgan, Bill Carrol and Art Cooke died in the same accident.

New Rules to Aid Average Consumer

Have you ever planned a move from one city in California to another in the state, called the movers and received an estimate of charges, okayed the pickup of your furniture to be moved to your new home, and then were handed a statement far exceeding the estimate and didn't have enough money to pay?

Do you remember what happened?

The mover probably held your furniture and stored it at his warehouse. You were charged every day of storage, and in many cases no attempt was made to contact you.

A new ruling under the California Office of the Consumer Counsel and the State Public Utilities Commission changes this.

Hot Stove Talk

Prepare for Opportunities

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

San Francisco, San Mateo and San Jose, and the rains came and work stopped. Most all jobs have shut down due to the wet weather and most apprentices are out-of-work.

However, the picture looks very good for the coming Spring. Most of the boys will go back when the jobs start again. We still have a few boys in some shops. Willie Frank has one in the shop working under the watchful eye of Dee McFarland.

Piombo has two under the expert guidance of Master Mechanic Joe Brown.

Guy F. Atkinson's shop has three apprentices being trained by Master Mechanic Joe Burnside.

Barber-Greene has one in the shop; Challenge Construction has one in the field; Fisk-Firenzi-McLean has one in the field; Buzz Haskins is training five apprentices in his operations; Oscar Holmes has two in the field; Kuntz Paving is using one; Lowrie Paving, one; L. C. Smith is training two apprentices and Dale Williams is using two. These apprentices are getting good all-around training. We appreciate the help Journeymen in the field are giving in training apprentices on the job. We want to emphasize the importance of the Journeyman in the program; he is the instructor in the field.

Classes have ended for the Fall 1964 semester. The grades of our apprentices indicate we have a group of fine, intelligent young men in our program and our instructors are doing an outstanding job. Bob Miller is teaching at San Jose City College; Earl Knier at the College of San Mateo; and Terry Murray at John O'Connell school in San Francisco. Thanks, fellows, for a fine performance!

APPRENTICE THOUGHTS

Another winter has come and is just about over, and as this is being written we find the brothers in Local No. 3 getting ready to tackle the work that is waiting to be done this season. We find the mechanic getting his tools in order, the operator checking his work car to be sure

it will get him to work on time, etc. Every man in the industry finds it necessary to do some preparatory work so that he will be in a position to go on a moment's notice.

It is also incumbent upon the apprentice to prepare himself for the opportunities which will come his way, and because many of our apprentices are entering



APPRENTICES . . . learn in field during trip to Frank Savino Co. recently where Bill Squibb, assisted by Coordinator Lou Jones, explained fundamentals of running dozers, loaders, blades and backhoe.

this field as a new experience in their lives, we would pass this information on to them.

Although you have been attending school and getting excellent instruction from our teachers, you should test yourselves to find out for your own benefit if you are capable of putting your classroom knowledge into actual practice. For instance, many of you apprentices have received instruction in grade checking in the classroom. Yet how many of you have taken the trouble to purchase an eye level and a rule?

If you have purchased these tools, which you will surely need, have you tried going out on a job where there is an experienced grade-checker working with the thought in mind that you would ask a few questions

which would help you get started when your chance comes?

You have been taught to check grade for a trencher from a stringline, but have you actually visited a job to see if you could do this if called upon?

These things an apprentice should know, and the simple truth is that a man with initiative will find out how. Our journeymen stand ready to help any fellow who shows some drive and

a sincere desire to learn, but no one can expect to be lead around by the hand. This is not the nature of our work.

If you have noticed that some apprentices have left or been dropped from the program, you will usually find that they did not have that certain "spark" necessary in this competitive world of ours.

The Coordinators constantly check on the progress of the apprentices and get the comments of the journeymen, foremen and others. It is gratifying to hear a foreman say, "That fellow is going to make it!"

FROM NORTH AREA

Work in the Northern area is at its lowest ebb because of the time needed to call for bids and to set up the specifications required to repair the flood damage.

The recent flood disaster points up the need for prevention of such acts in the future. To remove a slide and punch a road here or there, bridge a stream or river—these things are of the first concern. We must remove the silt and debris and clean the water systems, then to repair our roads and normal lines of commerce and communications.

We as construction people are vitally interested in this phase and our skills are greatly needed. As Operating Engineers, we will be among the first to be called.

We need help to do our part of this re-organization and a Journeyman's job has taken on a new status by having an Apprentice Program. When a man lacks the knowledge of the trade or occupation, he is an apprentice and must learn from experienced men. The Journeymen are the teachers! The Journeyman who is unwilling to help an apprentice is not afraid the apprentice will take his job, but is afraid he will show the ap-

prentice how little he knows about his own trade!

Applications are being accepted from Journeymen and other interested persons for the Journeyman Educational Committee. These committees function in each of the areas to help with the problems of apprenticeship. That you may learn what the Apprenticeship Program is and does, how it works, what the apprentice may and may not do, and to learn from you, the Journeyman, what is needed to make our trade and our Journeymen the best in the business! Contact your Union representative or the Apprentice Coordinator in your district.

1964 Employment Trends Show New Records Hit

The year 1964 was another record year for employment in California, the State Department of Industrial Relations' Division of Labor Statistics and Research reported this week.

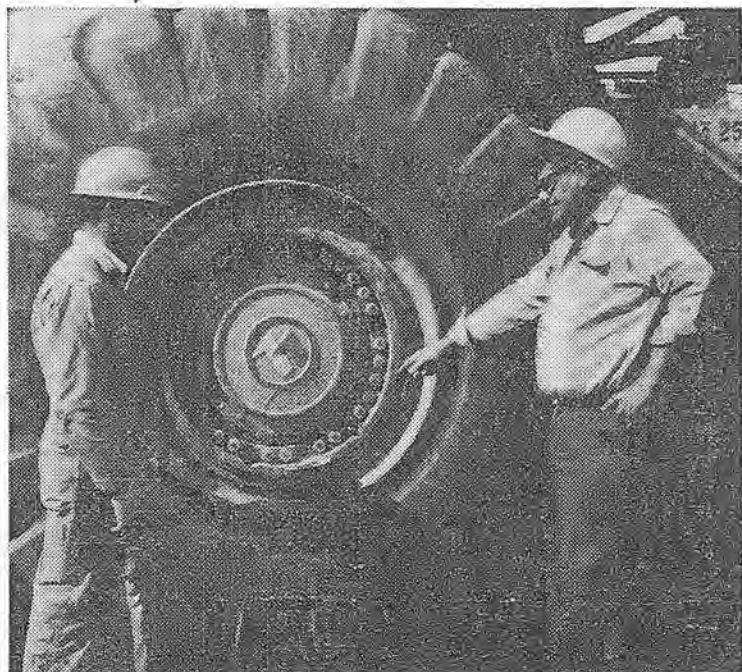
An average of 5,586,600 wage and salary workers held jobs in nonagricultural establishments during the year just ended, a new high and an increase of 182,100 or 3.4 percent from 1963, according to Ernest B. Webb, Director of the Department. All major industries chalked up new employment highs with the exceptions of manufacturing and transportation - communication - utilities.

Principal catalyst behind employment expansion in 1964 was the need to provide services to California's soaring population, Webb pointed out. Last year, as in 1963, most of the job growth was concentrated in the service-producing industries, notably trade, services, and government. Three of every four jobs added during the year were in these three categories.

In contrast, the main goods-producing industry—manufacturing—had fewer workers in 1964 than in 1963. At 1,392,100, employment in California factories was 4,500 below the year earlier.

The weakness in manufacturing was centered in aerospace-related activities—missiles, electronics, aircraft, and instruments—where the downturn that began in 1963 continued throughout last year. These industries, which account for more than one-third of manufacturing employment in California, had about 5 percent fewer workers in 1964 than the year earlier. Much of this loss was offset, however, by growth in virtually all other manufacturing groups. In fact, the remaining manufacturing industries grew by 21,800 over the year.

Among other major industries, construction employment recorded a good year. Its record average of 347,900 in 1964 was 18,900 higher than the year before. Of every 100 jobs added to total wage and salary worker employment in 1964, 10 were in the construction industry, a relatively high proportion for the size of this category.



FIELD INSTRUCTION . . . Master Mechanic Curley Tolles is shown here instructing Apprentice repairman Dan Houghton procedure to mount wheel on large loader for Oro Dam Constructors.

A Tour of Utah

Winter is Planning Time for Summer Jobs

By HUGH BODMAN, JAY NEELEY, MERLIN BOWMAN, JOHN THORNTON and VANCE ABBOTT

SALT LAKE—The long month of Jan. is over, and the elements have varied with freezing temperatures, dense fog and heavy snows. The Rockies are covered with great depths of snow, which of course means water security this Summer. The Skiing Resorts, for which Utah is famous, have been in top condition. Many of our members spend their leisure hours on the ski slopes which helps break up the monotony of being out of work during the winter months.

On Capitol Hill, we saw the Inauguration of Governor Ramp-ton and his new Officials. Those of you who saw or heard his address will agree that it was outstanding in that he touched on every subject including the controversial so-called "right-to-work" law. We believe that he will be just and honest in his study and appraisal of the needs for industry and labor alike.

We urge all of you to study the issues and bills that are introduced to the Legislature and voice your opinion through your Representative and Senator. Your interest and participation in local government is important and vital to the economy of the state as a whole.

Of great interest to Utahns is the large Federal outlay for the various recreational areas in Utah which include the following: Zion's National Park will receive an impressive \$1,246,100 worth of improvements; Canyonlands National Park—construct and improve parts of access roads from Dugout Ranch to Squaw Flat and from north boundary to Grandview Point and Upheaval Dome, \$1,025,000; Squaw Flat campground development, utilities, headquarters building, employe trailers and interpretive exhibits and shelters, \$299,000; Devil's Pocket, campground development, \$17,000; and Island in the Sky development, \$381,000. Bryce Canyon National Park will receive \$31,220; Capitol Reef National Monument, signs and markers, \$6,600; Natural Bridges National Monument, completion of visitor center, \$30,000; utilities, \$72,300 and scenic loop road to Three Bridges and return, \$392,000; Timpanogos Cave National Monument, expansion cave water system, \$3,000; Dinosaur National Monument, a total of \$97,220 for Island Park Wildlife enclosure, maintenance yard wall and gate in quarry area, boundary fence, employe housing and gates of Lodore campground development. Flaming Gorge Recreation Area — Antelope Flat, \$193,700; rehabilitation of administration building at Dutch John, \$42,500; Lucerne Valley, \$36,000; entrance sign, fencing and markers at Manila headquarters site, \$10,000; temporary campground facilities and signs and markers throughout the area, \$63,100, Green River Dist. Headquarters, \$147,300; Buckboard Crossing roads, buildings and utilities, \$223,500. The Emery County project, Utah, Huntington North Reservoir boat dock and picnic area development will receive \$17,900.

In the next few years, Utah will show remarkable progress

in furthering its potential resources.

SALT LAKE AREA

In the Salt Lake Area, a few of the Brothers have worked through some very bad weather and our hope is that they may continue.

Brother Garn Jeffrey's crew at the Draper Cross Roads is getting in enough time to stave off the wolf. This fine crew is at work on L. A. Young's access road to the freeway from Draper.

A job on the freeway was bid in the Draper area. Sumsion, Reed and Harlin were the low bidders, with a little over \$2,000,000. This is a joint venture between these companies, Reed & Sumsion being dirt moving contractors and W. P. Harlin Company a general building contractor to build the structures. Our relations are good with all concerned. Work will begin as soon as weather permits, which should be around March 15th.

Gibbons & Reed Company is working 12 Brothers in the mouth of Parley's Canyon. They have the Kolman loader and the 180 D loading material for the big fill. They probably will continue through the balance of the winter, as they have worked through some very rugged weather. A drill crew precedes the shovel and loader crews and are doing a fine job of breaking the material.

KENNECOTT AREA

The new work at Kennecott offers a bit more activity in the construction field, all of which is really appreciated at this time of year. Western Knapp Company has some 20 operators working on the site of the new crushing plant. The equipment is slow coming in, but it is welcome when it arrives and always puts another operator on the payroll. This Company has in excess of 2,000,000 yards of excavation for the plant site, plus the award of 10 miles of railroad grade. The new grade will connect the existing railroad with the new crushing plant.

Kaiser Engineers is wrecking some old structures at the Garfield Smelter and constructing new. More operating engineers join the crews as work progresses. We are anticipating some very good work with this Company.

Bechtel Corporation's job on the precipitating facility in Bingham Canyon should start some time in February.

Two water treatment plants are under construction in the city. The one in Parley's Canyon is under construction by W. P. Harlin Company. This plant is approximately 50% complete at present.

The second plant is under construction in City Creek Canyon by Alder Childs Company. The work on this plant is about 30% complete. The City Commission thinks there is a possibility of opening this canyon for recreational purposes, upon the completion of this facility.

WORK LIST GROWS

In the northern area, we have a few men working, but the majority are on out-of-work list. J. B. Parsons Const. Co. has two crews working on the Interstate Highway from 31st Street in Ogden through Roy. This has been

a good job for many of the Brothers this Winter.

Morrison - Knudsen at Echo Junction has a skeleton crew working at this time, but will get into full swing as soon as weather permits. Fife Const. Co. has two small jobs working. Fife is rotating several Brothers to hold them for Spring work. R. A. Heintz Construction Co., on the Causey Dam and Steenburg Construction Co., on the Lost Creek Dam, are both hoping to get an early start this year.

On the East Canyon Dam there are a few of the Brothers still working on the grouting and excavating. They will be starting on the cement about the 15th of February, which will take more machines and operating engineers. Skyline Co. is still working on the Weber State College job. M. Morrison & Son started a job on the Uintah over-passes. Cox Brothers Co. will be getting started on the preliminary work

on their Interstate road job at Snowville. Hill Airforce Base has quite a bit of remodeling, excavating, building, run-way, gas and water line work that is getting started right away.

SOUTHEASTERN UTAH

Have you ever been to White Canyon? If not, you should take this trip from Blanding to White Canyon, then on up to Hanks-ville. You still have to cross Lake Powell on the ferry at Hike, but by late Summer or Fall, the two bridges Steel Erection and Rigging are building on W. W. Clyde's jobs will be completed.

To get there, you travel 85 miles west from Blanding. This puts you in the middle of desert country which some people call "scenic." This is White Canyon where about 15 of the Brothers are working for S. S. Mullen Co. building seven miles of road which will connect on to the road and two bridges over the

Colorado and Dirty Devil Rivers that the Clyde Co. is working on, with about 40,000 yards of grade to complete.

South of this area are two more jobs still going. Stratton Brothers, at Bullfrog, building boat ramps and recreation facilities for Lake Powell and the other job is Whiting and Haymond between Bluff and Mexican Hat. However, we do not recommend a tour of Bullfrog by automobile. The Brothers are flown in and out of this job on weekends.

Another scenic area farther north in another part of the desert is Eagle Canyon where Strong Company employs about 30 operators. They have laid off a few lately because of completion of some phases of work. This job goes through some of the steepest and rockiest canyons in the great state of Utah.

North from Strong's job, W. W. Clyde is moving onto its newly acquired Huntington Dam job, which is located just off the highway north of Huntington. The weather hasn't been quite as severe in that area, and they should get started in February.

Eureka Report

Humboldt-Del Norte Flood-Devastated Areas Digging Out; No Help Needed

By RAY COOPER and CURLY SPENCE

EUREKA—We will try to give you a brief summary on the work being done on Highways 199 and 101 in Del Norte and Humboldt Counties from the Oregon line to the Humboldt-Mendocino county lines on Highway 101 and to the East on Highways 299 and 96.

Peter Kiewit Co. has the job clearing and putting the road back in shape so emergency traffic may go through from Crescent City to Grants Pass, Oregon. Jim Every is the foreman on the swing shift.

Murphy-Pacific is replacing the bridge at Patrick's Creek, Calif. on Highway 199, and the bridge at Gasquet on Highway 199.

V & R Construction has a truck crane working in Crescent City and Del Norte County area, with two dozers in the Big Flat area.

Morrison-Knudsen is clearing the Crescent City Harbor and the beaches south of Crescent City along Highway 101, of logs and debris which floated there and are still washing in from the Pacific Ocean.

The U.S. Army is running a ferry across the Klamath river at Klamath, Calif. and Granite Construction Co. is keeping up the earth fill approach for the ferry, the high water, debris and changing tide washes out every night. Granite is also doing other clean-up work in Klamath.

Ben C. Gerwick Co. is driving pile and cribbing under the portion of the north part of the bridge that wasn't washed away. On the south side of the Klamath bridge Gerwick is driving pile to get a one-way traffic span to allow traffic to cross the river.

Wunderlich Co. had finished their job at Klamath from the Klamath river to the Humboldt-Del Norte county line; however, they had all of their pick-ups and small equipment in their temporary shop; and the large equip-

ment parked around the shop and temporary yard. When the Klamath river flooded up there were 9 feet of water in the shop, the equipment was knocked tippy-turvy, some of the tanks flooded to sea and were lost, and everything was covered with silt.

Some of the C. K. Moseman Co. equipment was covered with mud and debris at the new Klamath bridge site.

Highway 101 is in fair shape from the south side of the Klamath river bridge to the town of Fortuna. The highway was washed out, and the pavement undercut in several places, between Fortuna and the bridge crossing the Eel river north of Rio Dell.

A & E Readymix is hauling gravel and fill to patch the highway from Fortuna to the bridge north of Rio Dell.

M-K's bridge crew from Seattle, Wash. is driving pile and replacing the bridge across Eel river, north of Rio Dell.

For traffic to get through to Rio Dell, it has to cross the Eel river at the old historic landmark bridge at Fernbridge then through Waddington, over the Blue Slide road, which is one-way, then on to Rio Dell and Scotia, where they have finished a temporary one-way crossing span at the Scotia-Rio Dell bridge. Some of the work done by M-K. at Dean Creek has washed out, and there are slides and wash-outs all the way from south of Scotia to the Humboldt Mendocino county line.

Fred J. Maurer and sons is replacing a bridge between Redway and Briceland.

On Highway 299 east, toward Willow Creek, Granite has some rigs in trying to keep the road open 2½ miles east of Berry Summit, on Highway 299, to one mile west of Willow Creek.

Casey & Lind Construction is trying to open the road to its old job between Bluff Creek and Orelans on Highway 96. This is a real mess with slides, rock and

mud, and at some places you can't tell where the road is. It's a solid mountain of mud!

In Hoopa Valley, A. Teichert Sons, Inc., from Sacramento, is changing the channel of the Trinity river through the Hoopa valley near Hoopa, and changing the channels of Supply creek and other tributaries in the Hoopa valley.

Mercer-Fraser is replacing riprap on the levee, which went out at Blue Lake. Mercer-Fraser has a crew working in the rock quarry on Liscomb Hill, supplying riprap rock to the jobs in the Fortuna and Blue Lake areas.

Mercer-Fraser also has the job of driving pile to replace the trestle between Arcata and Samoa for the Northwestern Pacific Railroad.

M. K. has a big job replacing 105 miles of railroad bed for the Northwestern Pacific Railroad between Fortuna and Willits. We are furnishing the operators from the Eureka office, District No. 4 to the Mendocino-Humboldt county line. M. K. has set up a cook and boarding house for workers at Alderpoint and a company Trailer Camp at Spy Rock, which will be used as a cook-house and sleeping quarters for the men.

According to "old timers" in this area, this was "real unusual" weather for this time of the year. "The rainy season doesn't start until February," they say.

At present most work here is on a temporary and emergency basis. As fast as the roads are being opened to traffic, equipment is being pulled off. Bids will then be called to put the highways back in permanent condition.

So Brothers, in all probability, there will be a slack period until bids are awarded. We receive hundreds of telephone calls every day from all over the United States, and our advice is to stay where you are until work picks up again. We have plenty of men at the present time.

Federal Committee Studies

Lack of Funds, Needed Improvement Highway 50

By NORRIS CASEY, BU BARKS, GAIL BISHOP and JACK BULLARD

RENO — Ways and means of finding funds for improving Highway 50 was the subject of a recent meeting at South Tahoe of members of the Public Roads Sub-committee of the Public Works Committee of the U. S. House of Representatives. Representative John C. Kluczynski is chairman of the sub-committee.

The over-burdened stretch of Highway 50 from Riverton, Calif. to the Nevada state line presently does not qualify for federal funds, and it is estimated that it will be from 10 to 15 years until the California Highway Department can budget money for necessary improvements, estimated at \$200 million.

An alternative measure would be to include Highway 50 in the federal interstate system, thus making it eligible for federal aid for high construction.

You can be of immeasurable assistance by writing to your congressional representatives urging their cooperation to support this plan.

REPEAL SECTION 14 (b)

Another important matter you should be keenly interested in is the repeal of section 14 (b) of the Taft-Hartley Act. This is the paragraph relating to "right-to-work" provisions which have been termed "restrictive" by labor unions across the nation since the T-H bill was adopted in 1947 by the 80th Congress.

The T-H law was passed by members of congress over President Truman's veto and touched off labor-management squabbles ever since.

President Johnson, in his State of the Union address, hinted that the 89th Congress would take up the repeal of section 14 (b). Your letters urging this repeal to your congressional representative would be most valuable. Nevada, as you know, is a so-called "right-to-work state."

Work in the great Silver State, generally, has slowed its pace. Snow removal seems to be the main source of operations, and there's plenty of it!

STATE ROAD PROJECTS

The Nevada state budget for 1965, it is rumored, points out the need for \$31 million for highway construction and improvement. This may "lay it on the table" as federal aid matching funds are not available. However, the projects in the budget are sorely needed; maybe we will get part of the work this year.

NEVADANS RE-TRAINING

Thirty-three Brothers from Nevada are currently in training upgrading their basic Engineering skills at the Operating Engineers' Camp Roberts, Calif. school.

They will be receiving actual on-the-job training under the guidance of Brother Engineers on blades, rubber-tire rigs, tech engineering, dozer and loader operations.

The class will last six weeks, and the men rise at 6 a.m., breakfast at 7 a.m. and are out on the job from 8 a.m. until 5 p.m. daily with an hour out for lunch.

In the evening there are in-class instructions or recreation free time, and while at the Camp the men draw unemployment compensation up to \$55 weekly plus transportation round-trip

from their homes and five dollars daily subsistence.

Those Brothers interested in the second half of the program are urged to contact their Business Representative or the Reno office.

THE ROUNDUP

Rounding up work going on within the state, in Eastern Nevada major projects are at Newmont Gold Mine, north of Carlin. Bechtel is on an accelerated pace with clear weather building the gold mills while Isbell is handling stripping operations.

Tex Mathews hauled his tools up there in the middle of January, and four of the brothers are beating out the winter on tugger hoists.

Ernie Wilson is sporting a big patch of adhesive tape over his lip where a drum of diesel nearly caved in his front teeth. It took eight stitches to give Ernie a "stiff upper lip."

Cabildo Pipeline finished the transmission line from Elko to Winnemucca; however service crews in Battle Mountain, Winnemucca and Lovelock, help to maintain some winter employment.

RENO-SPARKS

The work is virtually down in Reno and Sparks.

Some sewer and gas line jobs are mudding it through. The building construction is also moving along between storms. The shops are bulging at the seams with mechanics and welders getting equipment ready for Spring work.

The new library building in downtown Reno will start soon with Dixon & Tiberti Construction Company the prime contractor on this \$1,200,000 job.

The Industrial Construction Company is moving on Brady's section of Interstate 80 with a crew of 30 men. This job has not been bothered by the weather.

Don Collins, with Isbell, has a crew putting in rip-rap for the railroad in East Canyon. This was one time that the railroad failed to realize the power of the mighty Truckee.

Nomellini Company, with Al Haworth, have the footings dug on the Sewage Treatment Plant and are about ready for the forms and some concrete.

In Carson City, state buildings are being readied for occupancy in the early Spring. There is a lot of pipe work going on in the capital city.

The new hotel and casino complex in Carson, has not started yet but this one is a \$10,000,000 deal and should make for a lot of activity in our Capital.

This has been the most severe storm in many years with over seven feet of snow in two weeks.

Dillingham Corporation and Evans & Reeves, are working every day the weather allows at the Tahoe Keys. Weldwood Structures, is on the same schedule at Tahoe City.

Our compliments to Art Woods of Crystal Bay Development Company and to John Uhalde of Ponderosa Clearing for a fine job of snow removal at Incline Village. It cost Crystal Bay Development approximately \$60,000 to do this job, but this area was open at all times. The Incline Village School was the only one which did not miss a day during the storm due to road conditions.

New High-Rise Hotel Includes Hydraulic Jack Stage, Casino

By NORRIS CASEY, BU BARKS GAIL BISHOP and JACK BULLARD

LAKE TAHOE — A second high-rise hotel is under construction at Stateline, Nev. on the south shore of Lake Tahoe.

It is being built by Del Webb Corp. and will be called the

"Sahara-Tahoe Hotel and Casino." Webb Corp. will operate the hotel on completion July 1.

The building is 15-floors of steel and concrete construction with the first floor devoted to

office space.

The important casino will front the hotel and a theater-dining room will seat 800 persons. A special feature is a uniquely-designed hydraulic stage.

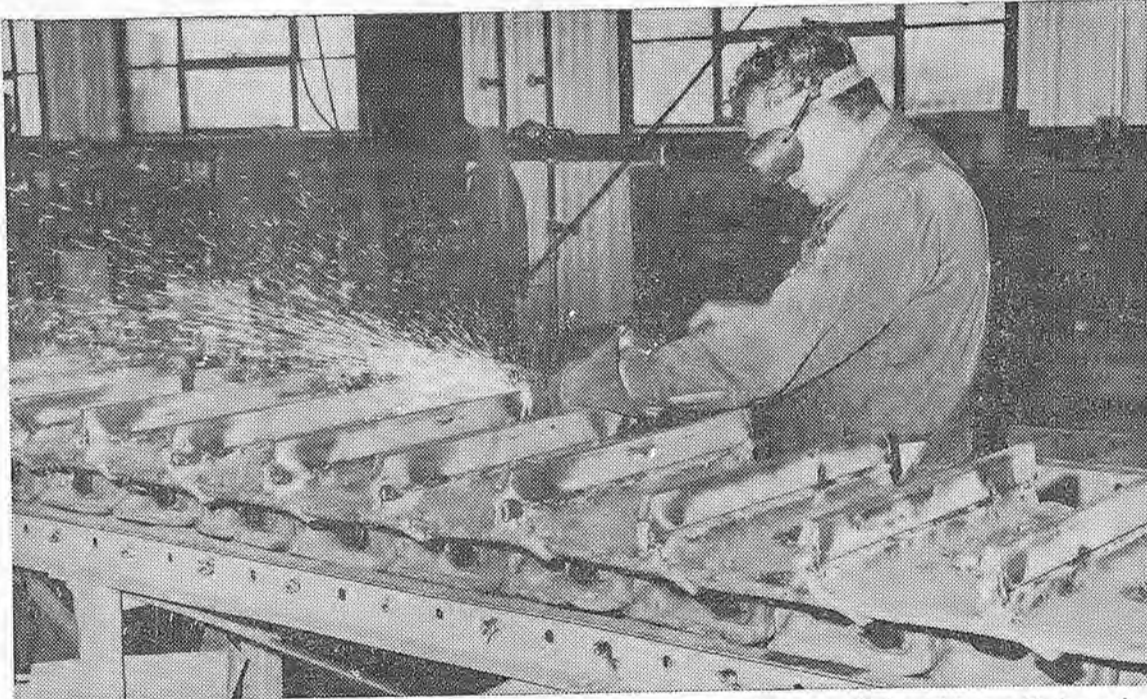
P. I. Steel, of Los Angeles, supplies 4000 tons of steel which is placed by two Owl Crane Service rigs. Martin Iron, of Reno, is furnishing 1000 tons of rebar, and Douglas-Tahoe Ready Mix laid foundations and lower floor. C-B Concrete, of Reno, set up a portable plant for floors and walls. Over 20,000 cubic yards of concrete will go into the construction. Cost is about \$15 million.

Project Superintendent is Steve Stevens; M. T. Rigg is office manager. Both came here from the U. S. Pavilion at the New York World Fair, where they held similar posts.

Operating Engineers on the job include: two crane crews; two hoist operators; two tech engineers; two hydraulic backhoe men; two rubber-tire loader operators; one hydra-crane operator and a man on the welders.

Brother Ron Draher is Steward on the job.

The foundation and base was set up to handle a 30-floor building, which means that someday there may be more work here.



SPARKS FLY . . . as Brother Bill Soper works on a Caterpillar track knocking off the edges with an acetylene torch. Shop at Peterson Tractor Co. is fully organized into Local 3, and includes 238 persons in the company's plants in San Leandro, San Jose, Santa Cruz, San Rafael, Redding and Chico.

Come Get em!

Reno Office Is Holding Vacation Checks

Several thousands of dollars in unclaimed vacation checks are in the Reno office because 235 Operating Engineers have not notified the office of a change of address!

Does this sound hard to believe? This occurs every year at this time.

When changing address, notify the office of your new and old address.

If your name is below, or you recognize someone's name and know his address, call the Reno office and the check will be mailed.

CHECKS MAILED BUT RETURNED TO THIS OFFICE BY THE POST OFFICE:

Lee Aagard, Charles B. Beymer, Jr., Edd R. Clevenger, Jack Colvin, William Denex, Albert Dick, F. J. Fleming, Cecil L. Gipson, Mell Hill,

Louis Katzenberger, John L. Wright, James F. Krmpatic.

James Lawson, Harvey McNeil, Lorris J. Moody, Robert A. Neep, James F. Parsons, Kenneth Shay, William P. Skinner, John M. Smith, Fred O. Willis, John S. Fraser, F. Don A. Warren, Marland Wetherbee, Gaines, Robert C. Galau, Tommy Gardner, Melvin F. Gerhard, Frank B. Glynn.

R. O. Granneman, Ken Graves, Alva A. Greene, Donald Griswold, Lille R. W. Haines, Wayne Hales, Evan G. Hall, Ernest Hamlin, Philip A. Hanson, J. L. Harrington, Lyndon L. Havens, Henry A. Hayhurst, Glen Haynes, Roy E. Hays, Clifford Hayward.

Earl Hendrix, Robert O. Herman, Paul E. Hesalood, Samuel R. Hill, Milford Hoffman, R. B. Horner, Frank C. Hough, James O. Houston, T. Humphrey, Roy L. Humrichouse, Bill G. Hunter, J. D. Huston, A. J. Ingwersen, Don Ishom, John W. Jackson, Gerald D. Jennings, Stanley D. Johnson, James F. Jones, Russell Kabisch, Donald Kiemele, Tilford King, D. Kingery.

Lloyd E. Kunkler, Lawrence R. Landaburu, William O. Lands, Earl S. Larsen, Kenneth Larum, Donald J. Lavoy, Earl Leach, Dwight Lee, George V. Lyle, William W. Lyness, Darrel L. McCabe, Howard Z. McMullen, Ward L. Mains, Robert R.

Mangum, Ralph Martin, Clyde A. Mathewson, Joseph E. Mayginnies.

Operating Engineers for whom we do not have addresses to mail their current vacation checks—

Eugene J. Aagard, Euclide E. Abel, Bob W. Adams, Lode Allard, Koland W. Ailing, W. E. Allman, B. L. Allard, Raymond Anderson, Elmer Anderson, Gene W. Bailey, Frederick Barber, Tyas R. Barber, Robert B. Barker, Sheril M. Barnson, Douglas B. Barranger, Glen P. Baum, Vernon Beechroft, Darrell Bender, Eugene Bigart, Fred F. Bird, Ralph Bishop, John C. Bonner, Marion D. Boyd, Gary Brimhall, Keith Brimhall, E. L. Bristow, P. F. Bristow, P. F. Burger, Roy W. Carpenter, Gerald H. Carter.

Gerald W. Carter, H. E. Carter, Donald L. Case, Jimmie G. Clapham, C. L. Cleveland, John D. Close, M. H. Coe, Wayne Craig, Edward O. Croxen, Robert E. Cusick, Abb F. Davis, Bob Dehart, C. O. Delong, John N. Demehak, Roy L. Denateei, Victor Deitz.

Chauncey A. Draper, Jim Eckman, Jr., Ralph L. Ehrhard, Thomas Elliott, Frank A. Enos, Quentin Erickson, Floyd Etchison, Harold W. Fernin, Elmer Fenwick, Floyd T. Flynn, Eugene A. Foote, James Fraser, A. C. Mead, James E. Meredith, Blaine Moore, George Moore, O. D. Morris, Arvin Muetze, Warren D. Munson,

Bereley M. Murray, Ken Murray, Ronald B. Murray, Roy L. Nelson, Howard W. Newport, A. S. Noble, Don Osborne, William F. Owens, Martin E. Paisley, L. C. Palmer, Ronald Pehlman, L. D. Peterson, Maurice Quisenberry.

Carl R. Rasmussen, Cecil A. Ray, Lloyd Ray, Joe Reinert, Robert R. Richards, K. L. Richardson, Alma Richins, Lee Roberts, W. B. Robertson, Claude W. Root.

A. T. Rose, Raymond J. Rutledge, Art Sanders, P. E. Schmitz, John W. Schwab, H. B. Seal, Wright C. Seal, Leroy Searle, Leo V. Sebbas, Eldon R. Sechrist, Donald M. Shanahan, E. F. Smith, Earl N. Smith, Larry E. Smith, Robert Smith, E. W. Spangenberg, J. A. Stockings.

Roy Stowe, R. C. Sullivan, Harry E. Tate, Vincent G. Theiss, Margos Thomas, C. L. Thompson, Van F. Thompson, Walter G. Thrasher, Patrick M. Tiso, A. E. Tompkins, G. Totten, George M. Tucker, Maurice Tulley, Gerald Twitchell, B. A. Tye, James Utter.

Lindel N. Vassar, H. Vetter, Eddie N. Volk, Ray H. Walcott, Robert A. Wall, Gene Warren, Newell C. Waters, Everett Wauchoe, Dick Williams.

Norval Williams, Norman Williamson, Nea Williamson, Floyd E. Wilson, Miller F. Woods, Marcus A. Yardley, David Young.

Personal Notes

SACRAMENTO

We thank the Baer brothers and their wives, of Placerville, for giving blood.

Get wells to: Brother Tom Eaton, in the Arcarde Hospital with an undetermined back ailment; also, to Brother Bowser, recuperating from an extended illness; to Brother Marion Withrow, recuperating in Sutter General from an ulcer operation, and to Brother Leonard John, on the disability list and at his home.

Congratulations to Mr. and Mrs. Don Morlan on new addition to the family of another Engineer.

Our deepest sympathies to the families of the following Brothers who have passed on during the month: Merle Van Cleave, Delvin R. Kerns, Nuel C. Barlow and Francis H. Dayton.

SAN JOSE

Our sincere condolences to the families of Brothers Rodoni and Gean Johnson, who died during January.

Also, we extend our best wishes for a quick recovery to Brother Pete Visalli, hospitalized due to an industrial accident.

SAN RAFAEL

A girl, "Alice Faye," arrived as a little "tax deduction" for Brother John H. Willis and his wife. Baby was born Dec. 28.

Our congratulations to Brother Lloyd Helberg, married Jan. 9.

Hope they're back on their feet soon department: Brother Hal Martin, back at Marin General Hospital. He's been in and out of hospitals since an industrial accident in 1962; Brother Ernie DeLoe, confined at Novato General Hospital; Brother Lott Hackney, receiving visitors at Marin General; Steve Griffin, under doctor's care at home; Joe Perry, at Santa Rosa Hospital.

We extend our condolences to the families of deceased Brothers Joe Kortuem and James Dawson.

It was a pleasure hearing from Brothers Clarence Huffstutter, John Lapp and Pete Jennings, working for Bechtel Corp. overseas "somewhere in West Africa."

FRESNO

It is with deep regret and sympathy that we report the passing of George Steedly Brown, Steve Frenchaboy, Ken LeGeyt, Joe Bishop and Jack Comer. We extend our sympathy to their families and friends.

Brother J. C. Doyal became a grandfather for the second time. The granddaughter's name is Karon Michele.

We wish to thank Elwood Humphries again for donating blood. Our supply is still very low.

STOCKTON

Brother John Fritz has been confined to St. Joseph's Hospital with a stroke, which temporarily paralyzed his right side.

Brothers Arthur Fehling and Charles Roderick, injured recently in a serious automobile accident, are recovering.

SAN MATEO

We are holding checks for the following: R. J. Scruggs, James K. North, James Ross, H. O. (Herman) Wilkes, Hallie C. Pfeifer, William Bettencourt, Duval Lucio, Henry Pimental, and other mail for Jesse J. Gahagan, Mitchell Terry and Charles R. Raisor. Contact this office and pick them up before we have to send them back. Many have been in our safe for months.

Brother Walter Zaner is in the hospital with an eye problem, and it was just learned that Brother James Vandiver is hospitalized at Peninsula Hospital.

We were saddened last month by the passing of another old-timer and good friend, Brother Frank Ventura. Brother Frank was 74 years old, and was a professional oiler in the finest tradition. Every operator who ever worked with him had the greatest respect for his ability and unselfishness.

SALT LAKE CITY

The following Brothers are on the sick list and we wish them a quick recovery: Bill Silvester, Buck Ihrig, Ivan Albretsen, Marvin Tasso, Thomas Stanley, Wayne Chambers, Jewel Rigby.

Sincere sympathy to the family of Brother Phil Thorley, who passed away during January.

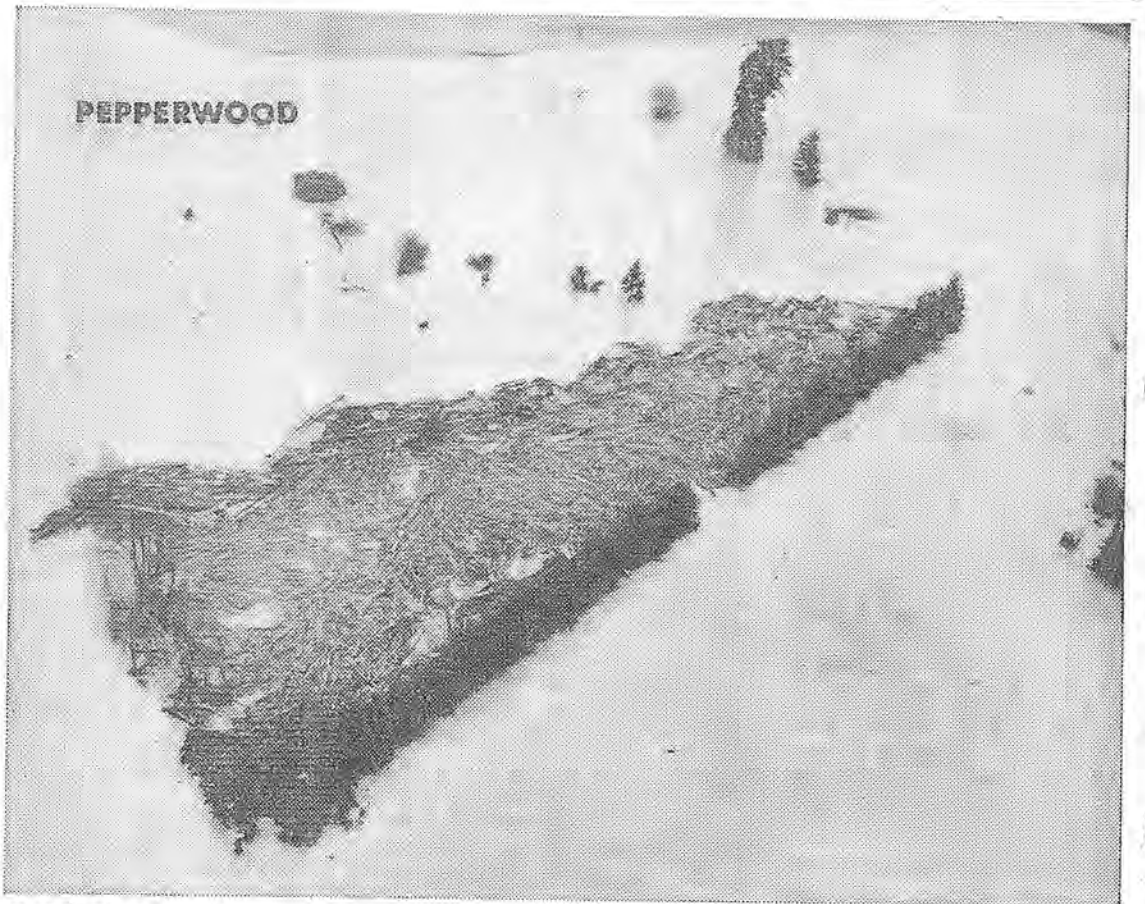
For Wives Only

From time to time, Business Representatives have to "go to bat" for Brother Engineers to recover unpaid wages and fringe benefits, and sometimes we are not successful without proof of time worked.

You wives can be of great help if you will arm your husband with time record book in which he daily records his starting time, lunch time and quitting time. Then ask him for the record and keep a permanent record at home each day.

The Nevada State "Claims for Wages" forms specifically ask, "Did you keep a time record?" This simplifies our task when a claim is submitted and virtually assures you of no loss of wages or credits to health and welfare and pension trusts.

PEPPERWOOD



WIPED OUT . . . this was the town of Pepperwood in Humboldt-Del Norte flood area which was hit by the full force of the raging flood waters of the El River. The town disappeared.

Union's Effective Boycott Hits Major Oil Company

After three months of an increasingly effective union boycott, the Standard Oil Company of California abruptly re-opened stalled negotiations late in January and offered pay raises to craft workers—but not to the majority of its plant employees.

The Oil, Chemical & Atomic Workers International Union and the International Union of Petroleum Workers who between them represent the bulk of the huge company's production workers, promptly handed counter-proposals to Standard. And they continued their "don't buy" Standard appeal.

Representatives of major crafts also made counter-proposals and indicated they felt no union should settle until all workers had a satisfactory company offer.

OCAW saw Standard's sudden generosity as a sign the huge firm was feeling the boycott, instituted last fall when Standard refused to match the oil industry's 4½ percent wage-and-benefit package. Until January, Standard had stood firm for a 3½ percent settlement which ignored the automation job problem.

Johnson To Ask Curb On Electors' 'Liberty'

A direct attack on the so-called "independence" of Electoral College members was promised by Pres. Johnson in his State of the Union message. He would propose reforms, he said, "leaving undisturbed the (electoral) vote by states—but making sure no elector can substitute his will for that of the people."

Such a reform would require a constitutional amendment. It would be aimed at a practice, discarded as improper for a century and a half but recently revived in a few cases, wherein "unpledged" electors are advocated or where an elector pledged to one candidate has violated the pledge and cast his vote for another.

OCAW is urging consumers not to buy Standard gasoline and oil at Standard, Chevron and Signal Oil Company stations and it carried its boycott effort into new fields. OCAW members handed out leaflets to retail store shoppers asking them not to buy such Standard products as mineral oil, lighter fluids, garden chemicals, fertilizers, insecticides, cleaning agents and others.

Support to the "don't buy" appeal continued to grow. Einar O. Mohn, director of the Western Conference of Teamsters, joined AFL-CIO forces in urging consumers not to patronize the big

company until it made a fair union settlement.

Mohn urged Teamsters to purchase only the products of the many companies which are adhering to the area pattern in respect to wages and fringe benefits.

The California Pipe Trades Council and local Pipe Trades Councils, representing Plumbers and Steamfitters locals in the state, also gave wholehearted support. Already in the boycott effort were central labor councils throughout California. Inquiries on the "don't buy" appeal came from as far away as Hawaii and Portland, Oregon.

Obituaries

Name	City	Init. Date	Date of Death
Robert Bacon, Concord, Calif.		12- 5-42	1- 8-65
Nuel Barlow, No. Sacramento, Calif.		5- 4-46	1-12-65
Joe E. Bishop, Avenal, Calif.		6-28-64	1-11-65
Steedley Brown, Los Banos, Calif.		12- 1-56	1-16-65
L. M. Busch, Stockton, Calif.		7-13-36	1- 4-65
Gilbert Chandley, Oroville, Calif.		4-14-34	12-17-64
Jack Ray Comer, Merced, Calif.		8- 4-56	1-21-65
James Dawson, Novato, Calif.		8- 5-50	1-10-65
Francis Dayton, Sacramento, Calif.		8- 4-56	1-21-65
Steve Frinchaboy, Fresno, Calif.		5- 7-49	1-16-65
Phillip Hall, So. San Francisco, Calif.		2- 2-42	12-23-64
Clifford Hansen, Livermore, Calif.		10- 6-51	1-10-65
Gean Johnson, Milpitas, Calif.		7-12-52	1-16-65
Joseph Kortuem, Lagunitas, Calif.		4-11-37	12-30-64
Kenneth LeGeyt, Orange, Calif.		5- 8-42	1- 3-65
Jack Lundquist, San Pablo, Calif.		10-15-57	1-10-65
Gilbert Montellano, Pleasanton, Calif.		7- 1-57	1- 1-65
William Chas. Nelson, San Francisco, Calif.		9- 6-41	1-11-65
J. Russell Pattings, Santee, Calif.		5- 3-53	1-10-65
Rudolph Petschauer, Castro Valley, Calif.		9-13-37	1-13-65
Willis Rodin, Bollman, Calif.		2- 8-38	1- 8-65
*Stanley Sipes, Pleasant Hill, Calif.		11- 1-41	1- 4-65
Lee Smalley, Santa Rosa, Calif.		7-12-58	Missing 12-64
Phil Thorley, Cedar City, Utah		10- 3-53	1-23-65
Frank Ventura, San Carlos, Calif.		8- 2-41	1- 4-65
John D. Wall, Santa Cruz, Calif.		4-25-41	12- 5-64
James K. Wilson, Reno, Nevada		12-22-63	12-27-64
*Industrial Accidents (1)			

Redding Flood Report

Recovery Program Starts; More Rain Predicted

By TOM ECK and
JERRY MARTIN

REDDING—This area is beginning to emerge from its worst flood disaster in history, and there are a lot of "ifs, ands and buts" governing the recovery program.

"If" mild weather prevails; "and" state, county officials and contractors get together; "but" we hear tell of more rains on the way—this is the picture here as we "dig out" from recent heavy storms.

On the Klamath River road from highway 99 to Happy Camp there are 20 Brother Engineers working for Ray Kizer on a "force account" for the state. And as one watches this crew, the dozers look like mountain goats dashing from corner to corner determined to open the road while "mucking out" slides.

Further up, east of Hornbrook, Iron Gate Dam is still running uncontrolled through a self-made spillway away from its original paths.

Operators are working "round-the-clock with a 71-B, Northwest 80D, 2000 Manitowac, dozers, loaders and blades trying to line out a channel and retain the river within its banks. Slate-Hall-Hamilton are also on the job.

McCLOUD DAM AREA

Peter Kiewit has backed up to its starting date as the McCloud River went on a rampage and wiped out two jobsite bridges and stockpile as it roared down the canyon. The river debris plugged the diversion tunnel, backed up behind the impervious fill, overflowed and washed it out entirely.

Granite Co., at Iron Canyon Dam, is in the same boat. A 20-ton Lorraine truck crane was "worked over" when hit by flash floods which hit the dam core. Portal 4, at this same location, was blocked by heavy slides.

LOST TUNNEL HEADING

In Portal 6, Shea lost the

"heading," and at the time of this writing, is trying to "muck out" and recover the Jumbo to start "punching" again. It shouldn't be too long and all the tunnels will be "holed through," and the lining will be in full swing.

On the same project (McCloud-Pit), Walsh is moving along in heavy mud and mire, on the penstocks. Below the mountain it took Kiewit several days, three

shifts each, to repair the coffer dam and the powerhouse and pump it out.

COFFER DAM REPAIRS

Downstream on Pit River, Morrison-Knudsen on dams 6 and 7—Coffer Dams are the call of the day and after putting them back in with a lot of Engineers' sweat, they are piecing things together to continue the pour of concrete on topping out operations.

Still farther downstream Rothschild - Raffin - Weirick and Piombo are poised to set back in getting specification for after-bay dam excavations. There'll be a certain amount of extra planning involved here.

Other projects down until Spring are: Sierra Pacific, at Tulelake; Redding Sand and Gravel, at Cedarville Highway; Weichmann Engineering, up on Lookout Road off Highway 139 out of Canby.

Other operations moving along steadily, weather permitting, are: McCloud-Pit Aggregate Producers, at Pit 5; Moseman-Hudson and Dan L. Cooney, on Pit River Bridge; O'Hair on state force account in Mt. Shasta Area; Ets-Hokin on Powerhouse at Pit 6 & 7; Fogle on Pipeline job in Redding; Giordano on Shasta College site clearing.

Putting it all together, as we said before, the Redding area is on an IF-AND-BUT-BASIS!

San Mateo Keeps Growing

Peninsula Plans Big Cities

By BILL RANEY and
MIKE KRAYNICK

SAN MATEO—It is almost traditional this time of year to brag about our San Mateo weather. We have a generally sandy soil that drains rapidly where, with a week of dry weather we have dust flying from the tracks and tires of Engineer operated rigs.

However, at this writing we have had a good taste of what the North Coast and the valley areas have nearly every winter. We haven't had a week of dry weather. We do have a large out-of-work list. Many Brothers are in rather desperate financial straits.

We do have, however, a better chance of getting off unemployment insurance when and if we get that week of dry weather!

A great majority of the Brothers have jobs to go to. Many contracts are far behind schedule and we can expect a period of frantic activity when the deluge stops.

We can look forward to what appears to be a giant year for San Mateo County. It has been estimated that the San Mateo County payroll will exceed \$760 million, compared to \$540 million in 1960, and construction people will get their proportionate share. Some of the larger developments that will affect our livelihood are such as:

BIG PROJECTS FOR '65

Doelger's proposed one-half billion dollar investment in an enormous development on the coast side below Devil's Slide. Dollar-wise this is about the same size as the Foster City Project.

There is a good start already on planning the Redwood Shores development, which will mean a potential 60,000 people living on what are now Salt ponds of Redwood City. This will take a few yards of dirt to complete!

The Serramonte Project, on the old Christensen Ranch Site, is said to be a \$220 million development. Luhr & Wendt did a nice piece of work there last year, but only scratched the surface.

The Tanforan site will be a real shot in the arm for all the construction industry.

The Tishman Airport Center will add to a great many projects proposed for the general airport area.

Most of these larger projects actually adjoin each other. Keystone Enterprises are adjacent

Meeting Notes

There will be a combined Safety and Credit Union meeting Thursday, February 18, 7:30 p.m. at the Carpenter's Hall, 50 North B Street, San Mateo. New visual material and an interesting program will hold your interest.

to the airport. Projects at Coyote Point are not small. Foster City Industrial Park nearly joins Coyote Point. Redwood Shores joins Foster City.

Construction projection shows a nearly continuous job site from Sierra Point, in South San Francisco, to the Port of Redwood.

Smaller projects just starting that are certain to immediately lower our out-of-work list are:

MORE PROJECTS

Two large jobs at Foster City that Braga's Paving Company is anxious to get started on.

Fisk, Firenze & McLean will put a million yards of material onto the school as soon as weather permits.

Bellicetti and Pellicciotti (B & P) has an elementary school site to improve in San Carlos for \$137,000.

After some lull, we see Douglas and Woodhouse active again in considerable street work in Menlo Park area.

McGuire & Hester is still bid-

Cite Union Ties Of Joe Namath, Star in Football

The sports world has been buzzing for weeks about the unprecedented contract all-American quarterback Joe Namath of the University of Alabama has signed with the New York Jets of the American Football League. It's said he'll get \$400,000 over the next three years!

Now it's revealed that Namath comes "naturally" by his ability to negotiate. He has a strong union background.

His father, John Namath, is a member of the Steelworkers' union in Beaver Falls, Pa. Joe, equally talented in baseball, played at the age of 9 on a boys' baseball team that was coached by a member of the Electrical Workers.

Much of his tutelage in sports came through the Beaver Falls Recreation Program, which for the past 12 years has been headed up by George Mrvosh, president of IBEW local 201.

ding this side of the bay, and has picked up a sizeable pipeline in Pacifica.

Oscar Holmes still has work at Foster City and now a new wharf job at the Port of Redwood. Ben C. Gerwick has their floating Rig #95 on the site.

Dale Williams has work scheduled ahead until next June and still bidding. Challenge Construction Company has a million yards back of Lindamar. This one should move rather quickly.

Caterpillar and Peterson, Tractor Engineers, have been demonstrating a king-size ripper at Marks Material Quarry at Rockaway Beach (look for pictures in this issue). This unit is composed of two D-9s hooked together fore and aft with remote controls that can be operated from either rig—by one operator.

The dozer blade is 6 feet high and 15 feet wide.

The two rigs develop 750 horsepower that can be all placed on a single ripper the size of a D-6 on the back end. You can be sure that we will see a lot more of this type of enormous equipment, and all the more reason to encourage our Apprenticeship program and the O.J.T. site at Camp Roberts.

These projects are a must in order for us to maintain our jurisdiction and to be prepared for the rapidly expanding explosion into larger and larger electronic and remote controlled earth-moving equipment.

To survive, the Operating Engineer must take advantage of every opportunity to study and master these technologically advanced machines.

Blood Bank Nite In Redding Aims For New Record

Operating Engineers and their wives will gather Feb. 18 at the Redding dispatch office to give a pint of blood.

It's the annual "Blood Bank" night at Redding, and District Representative Tom Eck is hoping to top last year's record 83 pints. The mobile unit will "dock" at the Redding office at 6 p.m. and stay as long as there are Brothers available.

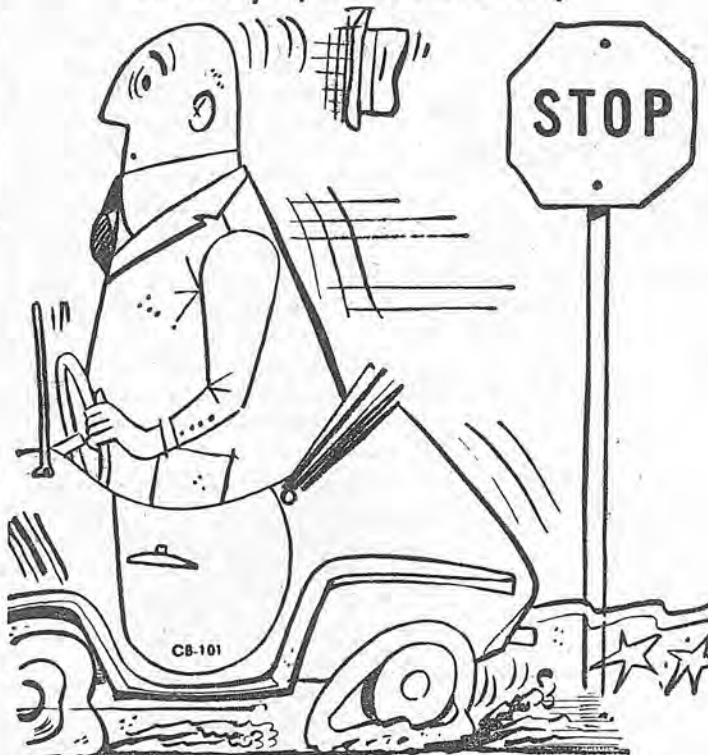
It was pointed out that the blood donated may be released anywhere in California or outside the state if needed.

Willie and Ruby Vardanega were cited last year as this district's top donors. Willie has donated gallons of blood dating back to 1955, while Ruby, too, has done her share since 1959. They give blood three times annually!

Mark the calendar. Then make sure you give a pint of blood for an Operating Engineer.

Cochran & Celli

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Oakland

Survey Notes

By
DAVE
REA



Apprentices Take Rainy Field Trip

Surveying apprenticeship classes visited K & E instrument repair shop in San Francisco, Saturday, January 23, 1965.

The apprentices were taken on a guided tour through every phase of repairing, maintenance and adjustment of survey instruments.

Apprentices also viewed new equipment used in the engineering field. It is planned to make this type of field trip a part of apprentice training.

Bad weather has slowed survey work to a walk. Heavy construction was the hardest hit.

The American River project in the mountains above Sacramento, which has provided many jobs for surveyors in District 8, was curtailed to an absolute minimum, and will remain so until a change in the weather will allow this project to move ahead. This seems to be the same picture in survey work throughout our jurisdiction.

A special surveyors meeting was held in Oakland, January 13, and was well attended and interesting as it brought many items to the attention of the membership.

We are looking forward to a good turnout at the next round of meetings. These meetings will be scheduled soon. Look for the time and place in your "Engineers News."

There will be a special meeting in the Vallejo area at the Labor Hall, 316 Virginia Street, Vallejo, February 2, 1965 at 8 p.m.

CREDIT UNION

FEBRUARY

District 5

Fresno—Feb. 16, Tuesday, 3121 East Olive St., 8:00 p.m.

District 10

Santa Rosa — Feb. 10, Wednesday

Veterans Bldg., 1351 Bennett Ave. 8:00 p.m.

District 3

Stockton — Feb. 26, Friday
Engineers Bldg., 2626 No. California St., 8:00 p.m.

MARCH

District 1

San Francisco—March 3, Wednesday

San Francisco Labor Temple, 16th & Capp Sts., 8:00 p.m.

District 4

Eureka — March 16, Tuesday
Engineers Bldg., 2806 Broadway 8:00 p.m.

District 7

Redding — March 17, Wednesday
Engineers Bldg., 100 Lake Blvd., 8:00 p.m.

District 6

Marysville — March 18, Thursday
Elks Hall, 920 D St., 8:00 p.m.

We'll Call You

Restoration Work Heavy; Many Still Wait

By RUSS SWANSON and LOU BARNES

SANTA ROSA—Barring heavy and sustained rains, the flooding threat in this area has subsided while repair crews are busily restoring portions of Highway 101 and cleaning up numerous slides.

This office has received thousands of telephone inquiries regarding extra manpower, but to date we have been able to easily handle work requirements from our out of work list, and do not need further help.

Summing up work: Morrison & Knudsen Co. has started repairing portions of 100 miles of the Northwestern Railroad tracks washed out by floods and heavy rains. The job includes 17 bridges weakened or washed away by flooding. Camp sites are set up in Mendocino and Humboldt counties and headquarters for the company is Willits.

Many men have been dispatched already, but it appears that the work force in the area will surpass work orders, at least for the present time.

EMERGENCY REPAIRS

Arthur Siri Co. is on emergency repair work from Mendocino County line, south to Santa

Rosa, on 101. The Brothers haven't missed a day of work since December 23, two days before Christmas.

One of the reasons for a limited call for men is that no attention is being given to the "aesthetics" of landscaping. The main problem now is to get the road in serviceable condition for through traffic in the Redwood Empire.

Perhaps as the year wears on more important highway construction work will become necessary along 101.

It also has been suggested in many quarters that Highway 101, one of the main arterials to Canada and to Alaska, should be included in the Federal Interstate highway system. This would make it eligible for federal subsidies, and perhaps allow for a "super highway" to the Canadian border.

Good transportation is a key to progress, and adequate freeways must be constructed to fill these transportation needs.

URGE CONGRESS HELP

It would be very timely if all Brother Engineers would write to their Congressional Representatives in Washington, D.C., urging



APPRECIATION . . . Brother Ed Derby, left, presents rifle to Vic Johnson, superintendent for Granite Construction, at picnic commemorating end of McKinleyville 8 miles of Highway 101 freeway.

ing their support for such a plan.

Hughes and Ladd is working on slides near Dos Rios; Absco Paving is on slides and highway repair work near James Creek

and Leggett with Jesse Harrison Co. working a number of rigs near Piercy; Baxman, along with Schuster, has highway repair work and removal of slides on Highway 1.

There is a lot of work going on, but there are still many men on the out-of-work list.

So far, we have one tragedy to report: Brother Lee Smalley and his mother, visiting relatives in the flooded northern part of California, were apparent victims of the floods. They have not been heard from and it is reported Brother Smalley's pickup was seen floating in raging flood waters.

ACT OF MERCY

An act of mercy was displayed since the previous issue of the News in which we reported Brother Wisterman lost his home through fire. The Argonaut Construction Co. sent in a check for Brother Wisterman, and others have offered clothing, furniture, etc.

Brother Joe Perry is in Sonoma County Hospital and may have a toe amputated as the result of a previous injury. We wish him the best of luck and quick recovery.

San Jose Corner

Office Building Schedule Aims for Record

By A. J. HOPE, G. L. MOORE, J. M. HALL and LAKE AUSTIN

SAN JOSE—The rains are still with us at the writing. With a dry spell of about a week, it was beginning to look as though we might get a break in the weather. If the weather ever clears the outlook is very good for the coming season.

The Henry C. Beck Co. under the able supervision of Project Manager Marvin Gardener, is making construction history on the Murdock Development Co.'s new 10-story office building located on North Market and St. James, in San Jose. The Pacific Telephone & Telegraph Co. has signed a contract to occupy nine floors in this building and plan to establish a new Central Counties Area Administrative Center, staffed with engineering, administrative and clerical personnel.

Recently, a king-sized pour of 3,300 cubic yards of concrete created the city's largest floating foundation under a major build-

ing. This pour is the first quarter of a total of 12,535 cubic yards needed. Two large climbing cranes will be brought to the job site for adding additional floors. A super-attenuated slip form construction schedule calls for the 10 story building's frame to be up by April 15, with completion by June guaranteed.

Willie Frank's subdivision, in the East San Jose foothills, got off to a good start, as the weather looked promising for a few days, but they have now slowed down considerably as the rain is with us again. Renz is doing the underground work on this project.

From Santa Cruz, south on the west side of the mountain, it has been mostly rain and mud for the last month. A few of the Brothers have had work on the equipment on slide work and drainage cuts.

In the Santa Cruz-Monterey

area, truck crane rental outfits have a little work on buildings. In downtown Santa Cruz, Kelly Bros. has a rig hanging red iron, and Granite Construction has a couple of rigs hoisting for the welding outfits. The Rock Sand & Gravel plants are working again, and most are back to full production. A few of the brothers working for these outfits were kept busy on repair work during the wet spell. The sewer jobs are still slow, and will be until dry weather to start digging ditches. The road jobs are still down, with one or two such as the U. C. Campus hoping to get started soon. Bowman & Williams are doing some layout work and have equipment on the job site.

In Salinas shops and Rock Sand & Gravel plants are working. There is some concrete going out to new building construction, and on these building sites, all equipment is working. Lew Jones and Granite are hopeful of getting their road work started soon. There is a lot of work to be done in this area, and it should be a good year, for the Brothers around Salinas.

The situation is much the same in the King City area. The Brothers are standing by hoping that the weather will permit road jobs and San Antonio Dam project to again get started. The rain has caused considerable problems in this area that will have to be taken care of before the work can get rolling again.

Leon Wheatley & Jacobsen Bros. have continued working on the Palo Alto Hospital addition weather permitting.

McGuire & Hester is still excavating on the big pipe line for the Water Conservation program in East San Jose. Chicago Bridge & Iron is the contractor for the one million gallon water tank.

The San Jose Unified School System awarded contracts for two new schools; The Henry Hammer School and the George Simonds School. Total amount of the contracts \$811,663. Completion date is August 15.

Simonds School will be located northwest of Crown Blvd. near the Country Club in the Del Webb development. The Hammer School's location will be Jarvis Avenue & Bouret Drive in the Bohannon Tract, south of Branham Lane.

Arthur Bros. will be the prime contractor for the Wells Fargo Bank Building, 1910 The Alameda, San Jose. Clearing for the project has already started. Building permit shows a total of \$1,065,000.

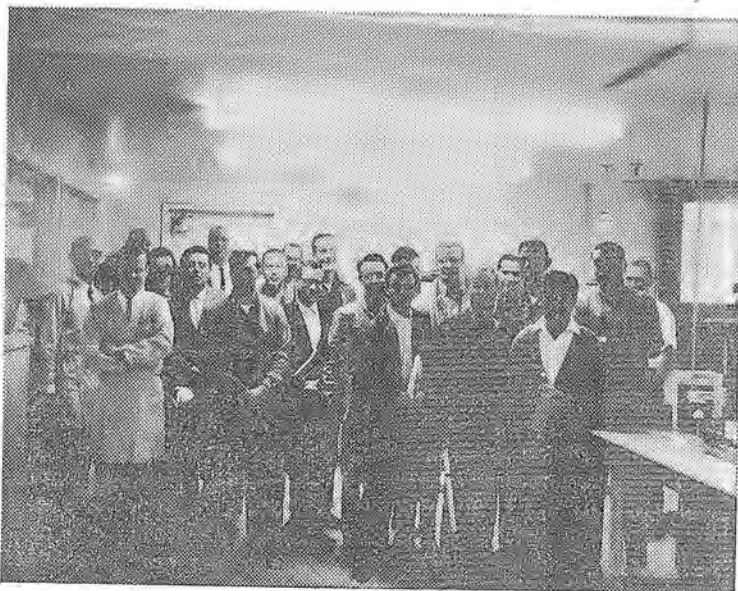
The State Division of Public Works awarded a contract to L. C. Smith Co., of San Jose, for construction of nine-tenths of a mile of divided four-lane highway on the Capitol Expressway.

Brother Lake Austin recently transferred here from Utah where he had been a Business Representative. Brother Lake will assume similar duties in this district for Harley Davidson, now Camp Manager of the On the Job Training school at Camp Roberts.

Brother Austin is living in Santa Cruz and may be reached by telephone at 426-7865.

We have had only one blood donor the past month; he is Brother Milton B. Cook in the Santa Cruz area.

There have been no donors in the San Jose area, and the situation is critical! The blood bank is depleted. At this time of year, we know you Brothers have time on your hands, so make an appointment to donate a pint of blood now. One never knows how soon it may be that he will need blood for himself or a member of his family.



FIELD TRIP . . . Survey Apprentices last month took a trip through the K & E instrument repair shop in San Francisco. More trips are planned in the future.

Stockton News

Camanche, Hogan Dams 'Save' Valley Area

By WALTER M. TALBOT, AL McNAMARA
and GLENN DOBYNS

STOCKTON—Although everyone has now probably read all the reports about recent floods and foul weather throughout Local 3's jurisdiction, we would, however, be remiss in this district if we did not give thanks for the recently constructed Camanche and New Hogan Dams.

These dams, and the widening of Bear Creek north of Stockton, were responsible for keeping large portions of the County from becoming flooded.

The only inundation of any consequence was the flooding of approximately 10,000 acres near the confluence of the Stanislaus and San Joaquin Rivers in Stanislaus County. A break occurred in the M. Malfitano & Son levee job that was in progress prior to the Christmas floods.

Job prospects for Engineers in this district are at a standstill due largely to the adverse weather and the lack of new contracts. This condition makes it difficult to make a news report at this time. However, we expect the situation to improve as time goes by.

Jobs still in progress at this time, but on an intermittent basis, except the repair shops, gravel plants and scrap yards, which lose little time, are:

Madador County:

O. K. Mittry & Al Craft: Road job between Ione and Waite Station; Gladding-McBean: Silica sand quarry, Ione.

San Joaquin County:

Lodi—Claude Wood Company: Clements rock plant, shop repair work and miscellaneous street work; Thompkins & Gallaven: Street and subdivision site preparation; Spiekerman Concrete Pipe Co.: manufacturing concrete pipe.

Stockton—S. M. McGaw Co.: grading, site preparation, paving not plant and shop repair work; A. Teichert & Son: grading, site preparation, paving and shop repair work; Certified Sewer Service: sewer and utility trenching work; Parrish, Inc.: sewer, drilling and utility trenching; M. Davidson & Son: scrap yard; The

Learner Company: scrap yard; J. P. Smith: demolition for Stockton Redevelopment; R. Gould & Son: subdivision sewer and utility work and improvement of Weber Avenue; Stockton Construction: storm sewer job at Yosemite Lake and shop repair; Madera Factors: Cat repair at the Port of Stockton; Stockton Engineering & Equipment: scraper welding work; Holt Bros.: tractor repair shop on a reduced crew basis; International Harvester Company: shop repair; McDonald, Young & Nelson: building construction; Clow Crane Service: various truck crane jobs; Cahill Construction: building construction for Weinstock-Lubin; Halback & Flynn: building site excavation; F. A. Klinger Steel Co.: rebar and steel erection on Macy's; Stone Bros.: home site preparation at Village Oaks; Lee, Stephens: shop repair in French Camp; Al Haworth: agriculture and repair; John Scheurer: agriculture ditch cleaning on Roberts Island; Nomellini Construction Co.: C.Y.A. site and building construction, and shop repair; Schlegel Mechanical: utility trenching work at C.Y.A.; United Concrete Pipe: manufacturing

concrete pipe; Pittsburgh-Des Moines Steel: steel warehousing yard.

Manteca:

Larry Aksland: levee repair and agriculture work; David T. Price: landleveling at various locations; Gomes & Ferini: land leveling.

Lathrop:

Swinerton & Walberg: building construction work L.O.F. plant; Elmco: building construction work L.O.F. plant.

Tracy:

P.C.A.: rock plant on 2-shift, 4-day week basis; Teichert Aggregates: replenishing stock piles; Stanfield & Moody: street and shop repair work; McNamara Corporation: structure erection; Arrow Equipment rentals: sub-division site preparation; Murphy Pacific: bridge construction on the Delta-Mendota Canal.

Stanislaus County:

Western Contracting Corp.: California Aqueduct construction between Newman and Patterson; Turlock Rock Company: supplying aggregates and concrete; M. Malfitano & Son: levee protection and realignment on San Joaquin River; A. Teichert & Son: bridge construction at Shiloh; McGuire & Hester: last phase of the Hetch-Hetchy pipeline.

Modesto:

M. J. Ruddy & Son: miscellaneous street construction and shop repair; Match Corporation: freeway construction and repair shop; Standard Materials: aggregate production, construction and shop repair work; George Reed Company: miscellaneous street work; American Sand & Gravel & Transit Mix: aggregate production; Munn & Perkins: sand, gravel and hot plant; Allied Concrete Supply: concrete batch plant.

Tuolumne County:

Clancy O'Dell Construction: finishing phase of 11-mile tunnel; Peter Kiewit & Sons: constructing Early Intake Powerhouse; Gibbons & Reed: road job on Highway 108 at Twain Harte; Sonora Aggregates Co.: marble rock producers; P. & S. Construction: sewer trenching at Twain Harte; Fredrickson & Watson: constructing new sewer disposal plant at Twain Harte.

The only job awarded since our last report over the \$100,000 figure was to Manuel Smith of Atwater for a pumping plant and outfall sewer project in Denair at \$233,045.

Flood control work on Duck Creek, south of Stockton, is expected to be let on the acquisition of two small remaining parcels of property. This project is budgeted for \$350,000, and the County Supervisors are anxious to get this going for fear of losing the appropriation to the flood ravaged northern area.



This month, unless the Department of Water Resources changes its schedule, will see the advertising for bid of 18½ miles of concrete lined with related structures of the California Aqueduct from Chrisman Road south of Tracy to Del Puerto Canyon west of Patterson. The project will entail 8,800,000 cubic yards of excavation and 190,000 tons of concrete.

O.J.T. PROGRAM

The first six-week course of the program is now underway at Camp Roberts, and we are now recruiting for the second six-week course, that will commence March 1, 1965. If any member is interested in attending the program please contact the Stockton Office.

Metropolitan Fresno

Building Boom in Redevelopment

By JOE MILLER, GLENN MULLOWNEY,
STAN BERGMAN and CLAUDE ODOM

FRESNO—The past month in the Fresno area has been very slow. We have been under a blanket of fog or rain for over two months.

Only recently we have seen the sun and it is beautiful! We know there will be more rain and fog to come, but the worst is over.

The membership in the District is itching to return to work. "Cabin fever" is setting in, and the Brothers want no more of it.

We are slowly getting started again after the siege of bad weather. It reminds us of a caterpillar coming out of a cocoon—slowly and struggling.

The larger projects in the District have partially or almost completely shut down. They are now beginning to call men back to work, and are attempting to resume full operations as soon as possible. By the 15th of February most of the jobs should be in good shape.

BUILDING BOOM

The building industry is taking off at a fast start compared to general construction in dirt moving. There is a large amount of building work to be done this year, including the construction of the Fresno Convention Center, which is just starting.

We expect a general building boom to start by the first of February, almost anywhere you go in the general Metropolitan Fresno Area.

Either you see ground being broken for a new project or demolition and moving of old buildings to make way for new construction.

ROCK PLANTS

The gravel industry has been virtually at a standstill for the past six weeks. The plants are now beginning to resume operation at a reduced pace. Some "hot stuff" is moving as well as concrete for the building industry, which has created this activity in the rock plants.

SAN LUIS PROJECT

Rains nearly stopped work on the San Luis project. M. K. Utah-Brown & Root advertised

all dirt and quarry work was suspended until further notice, and there may be a lay off in the shop. Work on the Powerhouse is stopped. Most of the heavy steel is erected. Most of the work is confined to some form erection and concrete pours.

The Gunther Shirley Company and E. V. Lane Corporation were awarded a contract for completion of the pumping and generation plant, and construction of the switch yards at the San Luis Dam and the Forebay. It is a \$3.75 million contract. Just how many Engineers will be used is not known at this time.

The R. A. Wattson Company, of North Hollywood, was low bidder on the canal between San Luis Dam and its Forebay with \$1.5 million; however, at this time the award has not been made.

Guy F. Atkinson Company's work at the Forebay Dam has been fairly steady; also, the Detention Dam and the 18-mile pumping plant, for Stolte Sundt and Santa Fe work has been fairly steady. Work along the canal has been slow.

Dravo Corporation is moving in equipment at Pacheco Tunnel along with shop buildings. Dravo is waiting for McNamara & Mannix to remove its stock piles of materials from over the portal to get started.

SOUTHERN AREA

Peter Kiewit and Sons Company expects to start excavation on 34 miles of the San Luis Canal about March 15, using cats and triple scrapers.

Chemco is using six Engineers at the Valley Nitrogen Producers Plant, at Helm. This job should last another year.

Pritchard Company has started the Amonia Reduction plant in Hanford, and will use a few more men as they progress.

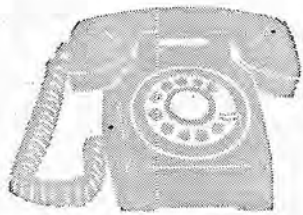
W. M. Lyles Company is very busy, and seem to have a pipe job in every village and town in this part of the valley.

Simpson Company is breaking ground on the Cable Company job at Lindsey, and is using a field survey party, and have Galanti doing the grading.

Fluor Corporation has a sub station job at Ducor and will be using a few members for the next four months.

Due to the wet weather most contractors with road work have been "marking time," but will be very busy this spring.

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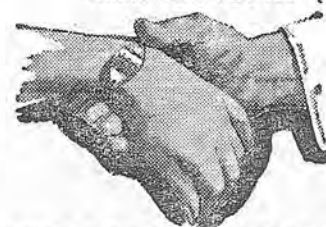
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DATA MACHINE NEEDS HELP TO FIND MEMBERS FOR MAIL

Local 3's data processing machine, responsible for accurate records, needs help.

Listed below, the machine says, are members in good standing who have no addresses, and who have returned mail awaiting for them in the San Francisco office.

If your name is listed here, or if you know someone on the list and know their whereabouts, contact the main office and give the machine your help.

The following names have returned mail:

AFFLECK, Vance
 AHTOU, Adrian
 ALLEN, James C.
 ARNOLD, Michael
 ATKINS, Jim
 AVILA, Harry
 BABICH, A. S.
 BAKER, James G.
 BAKER, Ronald
 BALLAM, W. P.
 BALL, Vernon
 BARTON, B. O.
 BARCLAY, Louis J.
 BARBER, Tyas
 BARNETT, Gary M.
 BAUM, L. F.
 BAUM, Donald
 BEAULIEU, Onil
 BELL, Roy F.
 BARZAMINA, Jose G.
 BLACK, Arthur
 BLEVINS, Kelly D.
 BORDERS, Roy H.
 BOSWELL, L. J.
 BRAWLEY, T. J.
 BRADEN, Cordett
 BRADEN, Larry
 BRIDGES, William
 BRIANO, Joseph
 BROOKIN, Larry A.
 BUNO, Donald
 BURCH, Lee R.
 BURROWS, Wm. D.
 BUTTERFIELD, John
 BYRNE, James
 CALDWELL, Phillip
 CALDWELL, Larry
 CAMPBELL, David E.
 CARAVALHO, Albert
 CASH, Milton
 CASHMAN, Alex J.
 CATON, E. A.
 CAUGHRAN, John P.
 CAWELTI, Robert
 CHAVEZ, Juan M.
 CHIAPPUZZO, Antonio
 CHING, Richard
 CHRISTENSEN, Geo. D.
 CHRISTIAN, Chas. M.
 CLOUD, Kenneth
 COALSON, Carl R.
 COCKBURN, Andy
 COLE, M. G.
 COLWELL, James C.
 COLLINS, Wm. M.
 COMER, Jack R.
 COMPTON, Fred R.
 CONLEY, Ronnie
 COPELIN, Ivan M.
 COSBY, Clarence
 COSTA, Robert
 COWAN, Burl
 COX, Robt. C.
 COX, Elbert
 COX, Niles D.
 CRAIG, Thos. F.
 CROSS, Chas. F.
 CULLEN, H. A.
 CULP, David P.
 CURRAN, Francis
 DARYELL, James L.
 DAVIDSEN, Paul E.
 DAVIS, Richard
 DEGRAMMONT, J. C.
 DEWITT, Jack E.
 DILLMAN, Simmy
 DOROTHY, Jerry L.
 DUNLAP, Robt. R.
 DZIMINSKI, John M.
 EKKER, Dean A.
 EKKMAN, Arthur
 ELLIS, Paul
 EMERSON, Eber
 EVERETT, Melvin
 FAUGHT, M. L.
 FERDIG, Loyall
 FIERRO, Ernest
 FISHER, Robert
 FISHER, Lyle J.
 FORD, Henry T.
 FOX, Roy D.
 FRANKS, James C.
 FRANKLIN, Ervin R.
 FRODLIN, August
 FURTADO, John J. Jr.
 GACHES, Ralph
 GAGE, Frank
 GEIR, John W.
 GILBERT, Joseph
 GOFF, Raymond
 GRANT, Robt. W.
 GREEN, Wm. J.
 GROVE, Richard
 HAAS, Derald
 HALL, Don S.
 HAMRICK, James C.
 HAMPTON, Charles
 HARTMAN, Morris
 HARELSON, Warren
 HAYS, Kenneth
 HELLERUD, Sherman
 HENSON, Wayne
 HERMANSON, H. E.
 HIGHTOWER, Carl E.
 HINES, Terry
 HOIG, Harold
 HOLDEN, Chas.
 HOWARD, George
 HOWARD, Darwin
 HUMPHREY, J. D.
 HUNTER, Bill
 INGRAM, Alvin
 JACKMAN, John H.
 JENSEN, Arnold
 JENKINS, New J.
 JOHNSON, Scott
 JONES, O. T.
 JONES, Tony
 JURKOVICH, Leo J.
 KAHANAOL, Philip
 KASHIWAMURA, Tetsuo
 KAUPKO, Wilfred
 KAY, H. K.
 KELLEY, Larry D.
 KELLY, William
 KENDALL, Galen H.
 KENOLIO, Jonah W.
 KING, A. F.
 KLEINKE, Emil S.
 KRMPOTIC, Joseph

KRUG, William
 LACHANCE, Donald
 LAFOND, James A.
 LANDRUM, Ika
 LANDACRE, I. R.
 LANDABURU, L. R.
 LAPP, John
 LEE, Robert
 LEMOS, Joe
 LOGAN, Clovis
 LONGACRE, CARL
 LUNA, David R.
 LUNDGREN, Russell
 LUNG, William
 LYTLE, Wm. R.
 LYTLE, Noble J.
 MANNING, James
 MANKA, Herman
 MARTIN, Irvin
 McALEXIN, Joseph
 McALEXANDER, Virgil
 McELFRESH, Pat K.
 McFARLAND, Jean A.
 McKENZIE, I. J. H.
 McKISSICK, Geo. E.
 McMURRAY, R. A.
 MEAD, A. C.
 MEDVED, Fred
 MEYERS, Carl
 MILLER, Alfred
 MILLHOUSE, John H.
 MILES, E. C.
 MITTE, Gilbert
 MONKRES, Doyle
 MOORE, William
 MOODY, Louis J.
 MOORE, Gervais
 MORELOCK, Max L.
 MORLAN, Billy A.
 MORRISON, Glen A.
 MULLINS, Raymond
 MURRAY, John F.
 MURPHY, Albert
 MYRICK, J. R.
 NICOMEDES, Jofrey
 ORUM, Billy H.
 O'SULLIVAN, Patrick
 PAGTOLINGAN, Maximo
 PAISLEY, Martin
 PARKER, John P.
 PEEL, Arthur
 PERDUE, John T.
 PERKINS, John T.
 PEREZ, F.
 PETTUS, Wm. D.
 PETERSON, Alvin F.
 PETTIT, J. A.
 PETERSON, Ray
 PETERSON, Thomas
 PLASTER, Albert
 POSTON, Homer
 PRESLER, Robt. K.
 PRECIADO, F.
 QUIGG, Harold
 RADCLIFF, Robert
 RAMOS, Melvin
 RANDALL, Chas. E.
 RANKIN, Michael
 RASLEY, K. R.
 RECTOR, Chas. L.
 RINDLISCH, Elwood
 RIVERA, Enrique
 ROBY, Albert
 ROBERTS, Danny M.
 ROSELAND, Magnus
 ROULSTON, J. A.
 RUHMANN, Julius
 RUSSELL, App
 RUSSELL, Edw. D.
 SALISBURY, Dan
 SATTERWHITE, W. T.
 SAWYER, Laval A.
 SCHMITZ, Peter E.
 SCHOFIELD, Wendell
 SCHINDLER, Norman
 SCHINDLER, Norman
 SEELIG, Michael
 SEEVERS, Leon R.
 SHAWEN, Wiley C.
 SHAFER, Kenneth
 SHANNON, Don J.
 SHEPHERD, Ronnie
 SHOWMAN, Warren
 SHORTT, Henry
 SILL, H. C.
 SIMMONS, John
 SLONIKER, Thos. L.
 SMITH, Leo J.
 SMITH, Larry
 SOTO, Jesse P.
 STAGE, Kelsey
 STEPHENS, John
 STEUBE, Elvin L.
 STEELE, John M.
 STOUT, Allen D.
 STROER, Conrad
 STRAUB, George
 SWANSON, B.
 SWEARINGEN, Darcy
 TAYLOR, R. J.
 TAYLOR, William
 TINGEN, John
 TITUS, Benny E.
 TOWNSEND, Wm. L.
 TROY, C. B.
 TUDOR, Leonard
 TURNHAM, Kenneth
 VANBUSKIRK, Roy
 VETTER, Herbert
 VOGAN, Eugene
 WALKER, L. L.
 WENZEL, Garry L.
 WEST, Warren
 WHITE, Aubrey
 WHITEHOUSE, Howard
 WHITMAN, Rodney
 WOLFE, James J.
 WOODRUFF, John
 WRIGHT, E. L.
 WRIGHT, Theodore
 YORK, Carroll
 YOUNG, Curtis
 YOUNGHANS, Chas. F.
 YOUNG, D. M.

The following have no current addresses:

ANTONIO, John
 ARCHER, Kenneth
 AYCIGG, M. P.
 BARNETT, Andrew
 BARKS, Buford
 BARNES, Paul G.
 BATEMAN, John
 BEHANK, Woodrow
 BILLINGS, Alfred
 CAMPBELL, Roderic
 CARNES, Teddy D.
 CHARLESTON, Don
 CHECKETTS, Lamar F.
 COLLINS, Elmer L.
 CURLEY, John D.
 ESCHEMAN, F. J.
 EVANS, Leroy
 EARNUM, Louis R.
 FRASER, S. W.
 GARRETT, Don S.
 GIBBS, Corrin
 GILES, Thomas
 GRAVES, William
 GREGORY, H. B.
 HACK, Lloyd
 HANKINS, R. A.
 HARRIS, Wm. D.

SWAP SHOP: FREE WANT ADS FOR OPERATING ENGINEERS

FOR SALE

3-BDRM, 2 bath, family room, all electric kitchen, patio, fenced and landscaped, large lot. D. Lane, Box 175 Moss Landing, Calif., phone 633-3423. Reg. No. 635722.

EXCHANGE EQUITY, \$3700. Los Banos house for like equity in Salinas area home. Dick Manning, 136 Del Mar Dr., Salinas, Calif., phone 424-9941. Reg. No. 863900.

1961 STUDEBAKER, 1/2-ton pickup, Budd Wheels, 4-speed box, 289 engine, 21,000 miles. M. S. Holderman, Rte. 2, Box 2060, Auburn, Calif., phone 885-3639. Reg. No. 271558.

FORD PICKUP, 1959, with 1963 camper, 24-ft. house trailer; camper shell for pickup, all very reasonable. Howard Miller, 1390 Suffolk Dr., San Jose, Calif., phone 259-1819. Reg. No. 1025277.

HOUSETRAILER, 1958 Ideal, 1958, ex. condition, \$1600. Brown Gables Trailer park, Ben Lomond, Calif., space 10, Richard Liebenberg, PO Box 231, Ben Lomond, Calif., phone 336-5520. Reg. No. 1098560.

95 CLEVELAND TRENCHER, 12-inch buckets, new wheel, good motor, track, \$1750. Would take tilt trailer as partial payment. M. L. McDaniel, 837 So. Wagner, Stockton, Calif. Reg. No. 939905.

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

RUNABOUT BOAT 16', 70 hp, Mercury eng., trailer, ski equip. Good fishing boat. Price \$395. Bobby G. Cooper, 29302 Ave. 13 1/2, Madera, Calif. Phone 674-4557. Reg. No. 1058339.

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

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

1957 GREAT LAKES TRAILER HOUSE, 8'x15', good condition. Carpet, washer, new furnace, porch included. \$2000. Ronald Barney, 565 No. 9th West, RFD No. 1, Box 465-A, Pleasant Grove, Utah. Phone 785-3482. Reg. No. 912090.

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

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

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

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

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

HENN, Edward Jr.
 HINO, Masao
 HOGUE, Willie
 HOOPER, Dean
 IAEA, Huddy A.
 INGRAHAM, Harry
 JANCICH, Joe
 JOHNSON, George
 JOHNSON, Jimmie
 JOHNSON, Robt. H.
 KEPOO, Enos F.
 KERLEY, Joseph
 KING, T. L.
 KRAEER, Geo. E.
 LACEY, Bud
 LAWSON, Jack
 LAW, Earl D.
 LOVE, James W.
 MARTIN, Donald
 MARR, Robt. J.
 MAYNARD, V. L.
 McCASLAND, E. D.
 MENDENHALL, Edwin L.
 PULLIN, David A.
 PURCELL, Jack N.
 RASMUS, Gordon
 REED, Wally V.
 REMINGTON, Ernest
 ROBBINS, Geo. R.
 ROGERS, Jimmy R.
 SCHRAM, Chas.
 SCHOTT, Earl W.
 SCOTT, David H.
 SHERMAN, W. R.
 SHEPPARD, A. C.
 SHERMAN, R. T.
 SMITH, Merlin
 SOSA, Dino
 STARK, R. M.
 STEINHAEUER, Frebert
 STRATMAN, Albert
 SWAN, Edward
 TATE, Harry F.
 TURNER, Jack L.
 VINCENT, E. H.
 WEST, Glen
 WELCHER, Jube
 WHITE, Cenas G.
 WILSON, Stoney
 WILSON, R. L.
 WINNETT, Tommy
 WYANT, Geo. P.
 ZEHNL, L. R.
 ZEHNL, H. J.

GAS STOVE w/trash burner, Vibrator chair, each \$25. Dressing table w/large round mirror, \$15. H. W. Keeler, 2281-2nd St., Napa, Calif. Reg. No. 429149.

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

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

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

CLUTCH ASSEMBLY, TD 24 Internatl. complete, \$200. George Walker, City Trailer Park, Sp. 31/153 13th St., San Pablo, Calif. Phone BE 5-8644. Reg. No. 1059638.

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

CYLINDER LINERS, for D-6, 4 1/2 bore, set of six, nearly new with pistons and pins. Call or write, E. Sudmeier, Rt. 1, Box 283 Sunol, Calif. Phone 862-2119. Reg. No. 563162.

HIGH HOE, 1200 hrs., Ford Diesel engine on truck ready to go, \$3500. W. D. Mackin, 772 Marin Ave., Hayward, Calif., phone 783-9011. Reg. No. 117492.

HOUSETRAILER 1960 Sparcraft by Spartan, 10 by 50 ft., 2 bdr., early American, excellent condition, \$4500. Victor Anderson, 42 Senior Crt., Springville, Utah. Reg. No. 439852.

CABIN CRUISER, twin Chrysler eights, v-drive, 40-ft., sleeps four, shower, head, stove, refrig., depth sounder, 50 amp. generator, \$4000. John Elliott, 1524 Springbrook Rd., Walnut Creek, phone 932-1926. Reg. No. 870826.

LINCOLN WELDER, factory trailer mounted, gas portable, water cooled, long leads, new stinger, oxy and acetylene gauges and cutting torch, bottle racks, \$425. Will finance. Bud Wells, 124 Hermosa, Oakland, Calif. Phone OL 4-4591. Reg. No. 557433.

TILT BED implement trailer, 16 ft., 6-ton capacity. Tandem axle, elec. brakes and turn signals, \$675. Martin Ronning, 229 Alvarado, Vallejo, Calif., phone 644-4335. Reg. No. 899450.

FORD PICKUP, F-250 1/2-ton, '59 eng., 4-spd, synchro-mesh trans., boom, chain hoist, utility box, bottle racks, 110 volt gen., large vise, new paint, \$550. Will finance. Bud Wells, 124 Hermosa, Oakland, Calif. Phone OL 4-4591. Reg. No. 557433.

SHORT WHEEL base '58 Studebaker 1 1/2-ton mobile home puller, new motor, telegraphic frame, 5-snd trans. George McCoid, 923 E. El Camino, Sp. 29, Sunnyvale, Calif. Phone 245-1061. Reg. No. 965708.

SAILBOAT, 14-ft., dacron sail, mahogany deck; Warfale speaker set, W-15 super 8" and 2" tweeter, 1/2 wave crossover, sacrifice, Ted Van Ogle, P.O. Box 245, Mill Valley, Calif. Phone 338-0970. Reg. No. 1107430.

CHEVY PICKUP, 1964, 3/4-ton, McDonald cab-over camper chassis mounted with gas-elect. refrig., oven and heater. Used twice, \$4500; lot, 60x110 for bus. or dwelling, Main St., Salton Sea Beach, sell or trade \$1000 equity for lot or vacation trailer. Jack Richardson, 252 Elm St., Roseville, Calif. Reg. No. 553084.

TOURNAPULL, model D with cab and dozer, good cond.; Elmco 105 crawler, angle dozer, cab, DDCCU, exec. for ranch or conservation contractor, for sale or trade anything of value. Erle Hatch, 1680 S. 50E, Orem, Utah. Reg. No. 115224.

FRANKLIN, 1923 spare parts, can be fixed; 1928 Dodge parts. Other hobby and antiques, driftwood, rocks, etc. Walter P. Kolb, 322 N. Vanderhurst, King City, Calif. Phone 385-3706. Reg. No. 310690.

MERCURY, 1958 sta. wagon, 9-passenger, \$600 or best offer, Richard Eagen, 16510 Topping Way, Los Gatos, Calif. Reg. No. 997088.

ROCK CRUSHING equipment, screens, conveyors and jaw crusher, rolls, etc. John E. Piper, 1004 Atlantic St., Concord, Calif. Phone 685-4633. Reg. No. 693794.

DOZER, D-8 and No. 25 DDCCU. Make offer. B. W. Gregory, Box 147, French Camp, Calif. Reg. No. 870940.

TRAVEL TRAILER, 1962 Traveleze, 27-ft. tandem, self contained, extras, used very little, cost \$4800; sacrifice for \$3195. Also, can sealer and 40 No. 2 cans. Johnson floor polisher and scrubber, \$20. Arthur Smith, 60 Wilson Way, Sp. 27 in Milpitas, Calif. Phone 262-2850. Reg. No. 1153802.

60 PLYMOUTH Fury, V-8, power, air, low mileage, one owner, good condition, reasonable. H. J. Pirtle, P.O. Box 383, Oroville, Calif. Phone 534-1692. Reg. No. 658374.

TRAWLER, 26-ft. salmon poles, Ford V-8 60 hp engine, sleeps 2 see at Moss Landing. Best offer over \$1000. Charles Schiedel, 1711 Luxton St., Seaside, Calif. Reg. No. 1171860.

GAS RANGE, two months old, Four tops burners, double glass oven door, \$150. Bought new home with built-in. Jim Cullison, 813 Benicia Rd., Vallejo, Calif. Phone 642-0620. Reg. No. 950885.

DRY WASHER for Placer mining. Catches fine gold. Hand or motor operated. \$35.50. Ben Thompson, 1425 Clinton Ave., San Rafael, Calif. Phone 453-5056. Reg. No. 830950.

55 PLYMOUTH sta. wagon, stick, good condition, \$195., Duaine Warden, Sonoma, Calif., phone 996-6631. Reg. No. 1123477.

ONE ACRE trailer sites near Loomis, Calif. Near all utilities, \$2000. an acre. Will finance. A. C. Cleghorn, P.O. Box 332, Loomis, Calif. Reg. No. 908522.

120 ACRES, in Lassen County, 27 miles east of Susanville, good building, fenced, oiled road, school bus, good water pressure, electric pump and nice trees. C. L. Syth, P. O. Box 46, Wendell, Calif., Reg. No. 425040.

D-2 TRACTOR, will sell complete or parts; also, 1962 Sangor inboard with Chrysler 300 engine, rolled up-holstery. John Boscarello, 4107 Salem St., Concord, Calif. Phone 682-5738. Reg. No. 1098455.

FISHING BOAT, 14-ft. Elgin, 16 1/2 hp Champion motor, trailer, spare, plywood and glass bottom. \$275, or trade for pickup of equal value. R. Torrez, 33322 Fourth St., Union City, Calif., phone 471-1371. Reg. No. 1159666.

VALVE MACHINE, seat grinder and refacer, boring bar, Sunnen bushing hone and bearing resizer, portable crankshaft grinder, cylinder hone, other items. Sell or trade for pickup camper. Jim Hershman, 1515 Grand Ave., Oroville, Calif. Phone 533-3659. Reg. No. 599470.

'32 FORD rdstr., 95 per cent complete, '53 Merc. mill, hyd. brake, lic. and towable. \$500, or trade for heavier Classic. O'Dell Brown, Box 763, Project City, Calif. Phone CR 5-2478. Reg. No. 645866.

BUTANE 30 gal. tank; V-8 2bbl. carb., fuel lockout, regulator and all access. \$125. Ralph Lindley, 17640 Vierra Rd., Salinas, Calif. Reg. No. 1123100.

GRAVEL EQUIP. screening plant, conveyors and belts, LD 10 Scoopmobile, dewatering unit, 22 'Cat dozer, dump truck, etc. \$18,500. Calvin Anderson, 1077 W. Morton Ave., Porterville, Calif. Phone 784-4729. Reg. No. 405367.

ROLLING MOUNTAIN land, 40 acres cleared, suited for small ranch or home sites, near Dobbins, Calif. Terms \$14,000 with \$12,000 cash. R. H. Hupe, Star Route Dobbins, Phone Marysville-North Yuba 2631. Reg. No. 386778.

SKI BOAT, inboard Ford 6, pulls 55 mhp. 16-Ft., \$500. 1956 Ariel Square Four motorcycle, \$700. L. E. Salter, 1576 W. Clare Ave., Porterville, Calif. Phone 784-9664. Reg. No. 683220.

BAY GELDING, 10 yrs. old, quarter horse, high spirited but gentle enough for children. Also, adult and child saddle included. Curtis Brown, 4811 S. Hunt Rd., Gustine, Calif. Phone 854-3385. Reg. No. 959255.

CENTURY, 18-ft. inboard ski boat, 240 interceptor eng. and extras, \$3000 or best offer. See at Hoyt & Buettner Tractor, 2217 Meekland Ave., Hayward, Calif. Richard Magach, 3742 Christensen Lane, Castro Valley, Calif. Reg. No. 750340.

SNOW PLANE, Franklin 150 hp eng. with starting motor and generator, 11 ft. alum. skies, \$800 or best offer or trade for boat. Milo Fox, 1381 Luckspring Dr., Salt Lake, Utah, phone 485-1340. Reg. No. 805869.

960 ACRES in Ozarks, all fenced, \$40 acres or trade. Ideal for cattle or investment. New 4 bdr. home, 2 baths and dbl. garage. Gene Estep, 1009 Monterey, Chowchilla, Calif. Reg. No. 952939.

HUNTERS PARADISE, 83 acres with home, outbarns, shelters, newly painted near Hotchkiss, Colo. for \$35,000. Lester Young, 8647 Sheraton Dr., Fair Oaks, Calif. Phone YO 7-8441. Reg. No. 956148.

WANTED TO BUY

HELL-ARC machine or related parts, torch, gauge, pedal. R. M. Helmick, 1546 Canal Farm Lane, No. 3A, Los Banos, Calif. Phone 826-1348. Reg. No. 1060122.

TRACTOR, H-D 5, Gerald Cooley, Box 161 San Carlos, Calif. Reg. No. 538707.

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- Any Operating Engineer may advertise in these columns without charge any PERSONAL PROPERTY he wishes to sell, swap or purchase. Ads will not be accepted for rentals, personal services or side-lines.
- PRINT OR TYPE the wording you want in your advertising on a separate sheet of paper, limiting yourself to 30 words, or less, including your NAME, complete ADDRESS and REGISTER NUMBER.
- Allow for a time lapse of several weeks between the posting of letters and receipt of your ad by our readers.
- Please notify Engineers Swap Shop as soon as the property you have advertised is sold.
- Because the purpose should be served within the period, ads henceforth will be dropped from the newspaper after three months.
- Address all ads to: Engineers Swap Shop, AL CLEM, Editor, 474 Valencia Street, San Francisco 3, California. Be sure to include your register number. No ad will be published without this information.