

ENGINEERS

NEWS

STATIONARY ENGINEERS LOCAL 39



OPERATING ENGINEERS LOCAL 3

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THE CAMP ROBERTS STORY REVIEWED

Accent On Training Key to Future Jobs

Automation Poses Competition for Skilled Operators

CAMP ROBERTS — "Automation and technological change poses a serious need for training and retraining to help Brother Engineers meet the challenge of competition for jobs in the heavy construction industry," according to Hunter P. Wharton, general president of the International Union of Operating Engineers, of Washington, D. C.

President Wharton made this statement before 250 trainees at Camp Roberts, and over 100 labor, management, state, federal and military authorities at a review of the on-the-job program here.

The Camp Roberts site is the home of the nation's first retraining program for Operating Engineers last year, and where the program is being carried out this year. Purpose of the program is to help train the Brothers to upgrade their basic skills to give them a more varied background in operation of heavy equipment.

Local 3 is the contracting agency under the U. S. Department of Labor, Bureau of Apprenticeship and Training and the federal Manpower Development and Training Act.

It is part of the Johnson Administration's "War on Poverty" program.

Trainees this year come from Local 3 Local 12 and the State of Montana areas. Whereas, last year there were 300 trainees, this year the program was upped to 500. Courses are six weeks, and two sessions run concurrently.

Wharton's visit coincided with inspection tours by several local union representatives from across



INSPECTION TOUR . . . Local 3 Business Manager Al Clem, center, headed a tour of Camp Roberts training facilities March 4. Identified here are, from left: Col. Henry Settle, Camp Roberts commander; Steve Leslie, Brooklyn, N.Y.; Brig. General Leroy Gunn and aide, of Ft. Ord and Sixth Army; Clem; Harley Davidson (back to camera standing in front of

Clem), project manager; Ed Turner, (behind Clem) business manager of Marine Cooks and Steward Union; IUOE General President Hunter P. Wharton; Morris Skinner, U.S. Dept. of Labor; Dick Nolan, executive president, IUOE; Dale Marr, Local 3 vice president and Dale Reed, far right, of Blakemore Equipment Co. in S.F. Bay Area. (See story, col. 1.)

the country. Local 3 Business Manager Al Clem headed the four of the training site, located on 144,000 acres of military land approximately 240 miles south of San Francisco on highway 101.

The General President told the assembly of trainees, union officials and representatives from the state, federal, and military units that "the need for highly trained men is becoming more acute as equipment becomes more sophisticated to handle larger and more complex construction jobs.

"Giant construction places a premium on the highly skilled operator," he said, "as competition becomes keener."

Wharton, who missed the graduation of the first class by one week, was accompanied West by General Secretary-Treasurer Newell J. Carman and Executive Vice President Richard Nolan.

Dale Marr, Local 3 Vice president, heads the training program; Harley Davidson is project manager and is assisted by 25 instructors, all Local 3 members,

from foremen and supervisory ranks.

Attending the program were: Steve Leslie, business manager, Local 25, Brooklyn, N. Y.; William Martin, business manager, Local 50, Chicago, Ill.; Representatives Phil Judd and Bill Begley, Local 12, Los Angeles; Dan Gagliardi, business manager, Local 137, White Plains, N. Y.; Al Girardi, president, Local 137, White Plains; Ray Tucker, business manager, Stationary Engineers, Local 501, Los Angeles; Robert Kinghorn, business manager,

Local 370, Spokane, Wash., and William McSpedon, Apprenticeship, Local 137, White Plains.

Business Manager Joe Seymour, of Local 12 in Los Angeles, was unable to attend. He was hospitalized for surgery.

James Twombly and Jerry Dowd, IUOE regional office, San Francisco; Ed Turner, business manager and Jerry Posner, Marine Cooks and Stewards; Dan Del Carlo, S. F. Building Trades; Emil Winters and F. J. Van der Lieth, business manager, Local 39 Stationary Engineers, San Francisco.

Representing Employers were: Dale Reed, Blakemore Equipment; John O'Donnell, John O'Brien and William Morean, of Bechtel Corp. and Sal Dito, Bank of America.

From the State of California were Gil Davidson, Industrial Relations and Joe Roberts, Industrial Safety and Accident. Morris Skinner, acting regional director, represented the U. S. Department of Labor, Bureau of Apprenticeship and Training.

From the military were: Brig. General Leroy Gunn and aide; Col. Henry Settle, Col. John Stratton, all of the Sixth Army, and instrumental in arranging for use of Camp Roberts, and Comdr. John Lipuscek, U. S. Coast Guard, San Francisco.

The second training class will complete its six weeks course with graduation ceremonies and awarding of certificates of completion on April 9.

Top Notch Teachers

Over 600 Years of Combined Talent

Uncle and nephew, father and son and cousins, ranging in age from 18 to 60, make up the two classes of 500 Operating Engineers at Camp Roberts undergoing six weeks of intensive retraining designed to upgrade their basic skills.

The 25 instructors, all Local 3 members from foremen and supervisory contractor positions, combine over 600 years of experience which they try to relate to the trainees.

"The hardest part of instructing," according to Carl (Pappy) Prince teaching scraper skills to his 10 men, "is to pass on all information and experience stored in my head to the fellow here for training."

Jack Jackson, heading up the survey crews with Norm Yasany, pours over material in the evenings and lectures night classes.

The trainees are here under the Manpower Development and Training Act and U. S. Department of Labor Bureau of Apprenticeship and Training. Local 3 is the contracting agency.

Men here come from all over California, Nevada, Utah and Montana. Both Local 3 and 12 men are learning side by side.

Last year, the first school in the nation was started by Local 3 and 300 Operators were retrained here. Through unstinting efforts of Business Manager Al Clem, Vice President Dale Marr

and U. S. Dept. of Labor officials Morris Skinner and Bruce Stark, this year's program was continued and expanded by nearly 70 per cent to include 500 trainees divided into two six-week sessions.

From Ogden, Utah, burly Dennis Brown, experienced dozer and scraper operator, figures the retraining program gives him a good opportunity to learn to be a heavy duty repairman.

Under the watchful eye of instructor Dave Germain, Brown setup and welded a spreader box for a dozer.

Germain said Brown has "come along fast. He can work on his own and shouldn't have any trouble holding down a shop

during the long Utah Winters."

Alton Denver, also of Ogden, is one of three American Indians at Camp Roberts, and the father of five children. He hopes to diversify his skills to become a repairman, too. "We still have to eat during the Winter in Utah," Denver adds philosophically.

Simulated projects keep trainees "hopping" include, an ammunition dump for the Sixth Army, an airstrip, freeway and "Operation Big Cut."

Over 40 pieces of equipment grind away from icy, frigid mornings through sunny late morning and afternoon skies until 5 p.m. Mornings have been chilly with temperatures at the freezing

—Continued on Page 8

Memo

from the

Manager's Desk

By AL CLEM

The time of year is rolling around when we are ever hopeful that the rains will cease and the employers will go full speed ahead on the season's work. However, we know that the construction industry has its ups and downs and the weather plays a vital role in the fortunes of our members and their families. It is gratifying to note that the out-of-work list is taking a turn and the number is decreasing. We hope this continues without interruptions.

We face a heavy work schedule throughout the entire jurisdiction of Local 3, particularly in Northern California. We have negotiations coming up this year, and we sincerely hope there will be no work stoppage as strikes are costly, not only to the employers but to the members of our union.

Our records indicate that we in Local 3 are not willing to settle the contract without receiving the best wages and fringe benefits possible, and without resorting to work stoppages. If it is necessary, the members have demonstrated they will back the Negotiating Committee to the fullest extent, and we are confident that on the employer's side, we have people with honor and integrity, enabling us to reach a fair settlement for all concerned with a minimum of lost time.

THREE MAJOR NLRB ELECTIONS WON

We are extremely pleased to report that during the past month, we won 3 very important NLRB elections. One election was won at Brizard-Matthews, caterpillar dealer in Eureka and Crescent City area, by an overwhelming majority. The employees voted for our Local Union to represent them for the purposes of collective bargaining. Another election was won at the Island Construction Company in the State of Hawaii, and a third, Murphy Scale Co., of Sacramento, came into the fold March 8.

ACTIVE ORGANIZING CAMPAIGN

This month we will open negotiations with the Tenco Tractor Company, in Marysville and the Sacramento area, and we are looking forward to securing a suitable agreement for the members and the employees of this firm. In addition to this, we have signed contracts with several smaller shops in the Sacramento Valley area, and we are in the process of organizing several other shops throughout Northern California. Only by keeping these custom shops organized, can we hope to keep their wage scale and fringe benefits in line with the wages received by members of Local 3, thereby assuring us that there will be no sub-standard wages paid for work ordinarily performed by the members of our Union.

As reported in previous issues of the paper, the organizing campaign in Guam is now well underway. We initiated several members at the latest Board Meeting, but again we caution you this will be a long drawn-out campaign where the employers will perhaps resist the organizational efforts of our Union to the final degree. We feel that even with this attitude on the part of the employers that his is just another good fight, and in the end Local 3 will triumph.

VIP's VISIT CAMP ROBERTS

On March 4 General President Hunter P. Wharton; General Secretary-Treasurer, Newell Carman; Executive Vice-President, Richard Nolan, and numerous Business Managers from Local Unions throughout the United States visited our retraining program at Camp Roberts, California. They were very much impressed by the magnitude of this program. Brother Wharton delivered a very informative and constructive address to the trainees and the instructors. We are sorry to report that Brother Joe Seymour, Business Manager of Local 12 was unable to attend due to the fact that he was confined to the hospital for surgery. He was represented by Phil Judd, Bill Begley and Verne Dahnke.

MDTA GRADUATES FIRST CLASS

We regret that we were unable to attend the graduation exercises held at Camp Roberts February 26, but at that time we were on the committee appointed by the General President participating in the National Pipeline Negotiations. vPyi

We would like to take this opportunity to thank Brother Joe Seymour for the fine address that he delivered to the trainees in our absence. As you know, the majority of the trainees are members of Local 3 and Local 12, with a number from the State of Montana participating in this program.

On our visit to Camp Roberts, March 4, it was a pleasure to note the enthusiasm displayed by the trainees, and they are looking forward to improving their earning capacity in

Santa Rosa Report

Redwood Empire is Rebuilding

By RUSS SWANSON AND
LOU BARNES

SANTA ROSA—Most certainly, and the giants are in the form of redwood trees, which once again have withstood the onslaught of 'Mother Nature's' treacherous floods. At this writing the sun is shining but the thought is still with us that this is February and whether it comes or not the expectation of more inclement weather is still with us, thus leaving the job opportunities still at a minimum.

To report on the job opportunities as they exist, we must say that the Morrison-Knudsen job has been our mainstay for brothers who reside in the northern half of the district. (What a difference to just a year ago when there was practically nothing doing north, and most everything doing in the southern end of the district. So far this year things have been reversed.)

Most of you in the area know the particulars on the Morrison-Knudsen job, at least it seems that way; for everyone coming in to the office, first inquires about M-K.

For an explanation, the amount of the contract is something no one seems to be sure of. We have heard various figures, but nothing concrete. Let's say it's in the millions. There are approximately 100 miles of railroad line between Willits and Eureka which was damaged during the floods, and about 17 structures were either wiped out or damaged to some extent. The M-K Co. has the entire contract, and men are either hired from this area or Eureka, depending on where the men are to report. Three camps have been set up, at Spy Rock, Alder Point, and Fort Seward. The Project Manager is Pinky Gard.

the coming season thereby raising the standard of living for their families.

We would like to thank the Brothers who took time out of their busy schedules to write suggestions for the forthcoming negotiations. We assure you that we will do our best to see that they are incorporated in the contract.

SENDING DUES TO S.F. SAVES

We would also like to take this opportunity to thank the Brothers and their wives for cooperating with us by sending their billing forms with their dues payments. We might point out to you that when you pay your dues directly to the San Francisco Office accompanied by a billing form, it eliminates one step in keeping your accounts up to date. When you pay through the branch offices or the agents in the field, it is just like moving dirt twice, for it doubles the work of the office employees. We are endeavoring to operate the union as economically as possible and when additional uncalled duties are performed, it is necessary to hire additional help, thereby increasing the cost of the operation of our Union. Therefore, we urge you to work with us in order that we may hold this cost to a bare minimum.

DISTRICT MEETINGS ATTENDED

During the month I attended District Meetings in Oakland, Eureka and Fresno. I was unable to attend the Ukiah District Meeting due to other pressing union business. The meetings I did attend were well attended by the membership and the Grievance Committees were elected. We like to attend as many of the meetings as possible as this enables us to see old friends and gather ideas for the betterment of the Union.

We recently concluded a refresher training course for all business and district representatives. Purpose of the three-day sessions was to keep the representatives abreast of current trends and methods.

LONG, SHORT AGREEMENTS

During the month of February there were 18 regular agreements signed and 47 short form agreements, making a total of 65. There were 2195 members dispatched to the various jobs during the month.

Between now and the time this is printed, we will have hit the peak in hiring, so consequently don't all rush to this area.

The other jobs in the northern section to talk about have been mentioned in past issues, but to name a few: Gordon Ball should start soon on the \$2½ million contract to complete the by-pass of Ukiah.

Hughes and Ladd are finishing emergency work near Dos Rios, but should continue on the project near Boonville.

H. Earl Parker, has activity on its \$2½ million bridge and approaches near Casper (on the Coast). The Arthur B. Siri Co. has almost completed its emergency work on Highway 101 between Piercy and Willits.

Now, traveling farther south, we find Fredrickson Brothers doing the finishing touches on Highway 101 near Geyserville and expecting soon to move to its \$300,000 job at Mark West Springs road near Santa Rosa.

The rock plants have been doing quite well considering they were mostly underwater during the high waters.

In Lake County, Edwards and Faulk are commencing work at the Riviera, located near Lucerne.

Guy F. Atkinson Co. is still plugging along on the Administration Building for Sonoma County. Maino Construction is working well on the Sonoma State College. All in all more engineers have been working at this early date this year than has been true for the past several years.

NEW DAM PROPOSALS

Information meetings have been held in which the Sonoma County Flood Control Engineers and the Army Engineers took part. The new dam proposal

would cost in the vicinity of \$29,000,000 and located on Sulphur Creek, which lies generally east of Cloverdale. (NOTE: this will take a long time for government action, but don't forget Warm Springs dam, located generally west of Cloverdale, is on the drawing boards, and this \$43 million dollar project should be a reality in 1966.

The floods have created much work for the Operating Engineers, but in many cases much hardships. To be specific in the latter; we mention Brother Tom Brawley whose wife and son, Lee Smalley, who is also a Local 3 member, were visiting a relative in the flood area. To this date no one has heard from either Lee or his mother, but the pickup in which they were riding was found. We know that as time passes that the chance of their survival diminishes but we hope they are found safe.

BLOOD BANK

The Blood Bank is still in existence in Santa Rosa. Many thanks to Clair Beck and Sam Cooper who were the only ones to donate during the past month. If you wish to donate please contact us or the blood bank directly at 1428 Montgomery Dr. in Santa Rosa. Be sure credit for the donation goes to the Operating Engineers.

A REMINDER: Disability refund forms are available in the Santa Rosa office. If you have worked for more than one contractor and have earned more than \$5100.00 during 1964, you will more than likely have a refund coming.

Negotiations are starting soon for the A. G. C. Construction agreements. Please send in your suggestions.

Don't forget, we do have a credit union. It's yours, it's safe, it's where you should invest your money and also borrow. Contact your office for particulars.

Labor Warned: Hospital Care Not Automatic

WASHINGTON — Organized labor is "very optimistic" about chances for enactment of hospital care under social security during the current session of Congress but "is taking nothing for granted," according to AFL-CIO Social Security Dir. Nelson Cruikshank.

"We do not believe the people of America should take it for granted," he added. "They need it and they want it—that's clear. But they will have it only if they are ready to continue the struggle and effort. They have to keep their congressmen informed of their wishes . . . let them know they are not forgetting the great need for the hospital insurance bill."

"Those who look at it realistically realize that there are many hurdles to overcome" before a bill is approved by Congress and on the President's desk for his signature," Cruikshank warned.

"The chances are greatly improved," following Johnson's health message, he said, "but it will not come to us automatically."

ENGINEERS NEWS

STATIONARY ENGINEERS LOCAL 39

OPERATING ENGINEERS LOCAL 3



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LIBERTY, JUSTICE and LAW

The case against 14(b), the AFL-CIO Executive Council declared in its statement reaffirming repeal of the section as the No. 1 legislative objective of the AFL-CIO, rests firmly upon three principles—"liberty, justice and the law."

On the question of liberty, the council noted:

"The issue is not the rights of a minority but the will of a minority. Under a union shop all the rights of every worker—the right to dissent, the right to oppose, the right to organize an opposition group—are protected by trade union regulations and by federal law. But a compulsory open-shop law gives the will of the minority a prior place to the will of the majority—a travesty of democracy."

On the issue of justice, the council said:

"A union that wins recognition as bargaining agent for a specified group of workers is required, by law, to represent all the workers in the group fully and equally, in every phase of their relations with management. The union is their exclusive bargaining agent, and in turn can exclude or ignore no one. Therefore the union shop is a matter of simple justice, requiring only that those who share in every benefit and every safeguard of the union contract bear their fair and equal share of the responsibility."

On the issue of law:

"Section 14(b) is a unique anomaly in the whole body of federal legislation and affronts the basic concepts of the Constitution. . . . There is no comparable provision in any federal law; for 14(b) flies in the face of the original constitutional declaration that on matters where the federal government has assumed jurisdiction, federal law shall be superior to state law."

A NEEDED FIRST STEP

The Fair Labor Standards Act—more widely known as the wage-hour law—was originally designed to outlaw the poverty of the "working poor."

There was agreement at the time of passage that the basic objective was to eliminate poverty among those who are fully employed at useful work. Today the wage-hour law does not meet that objective by any standard, especially the government's own definition of poverty.

The Administration has defined a family earning less than \$3,000 a year as living in poverty. Given a typical American family with one breadwinner, a minimum wage of \$1.25 an hour for a full year's work falls about \$500 short of the \$3,000 minimum.

The obvious remedy is to increase the minimum to meet at least the \$3,000 standard, which all authorities agree is minimum in every respect of what is usually considered an American standard of living.

An increase in the minimum wage as well as the extension of the coverage of the law to the millions now unprotected is a necessary first step in the war on poverty. It will boost the income of about half of those now defined as in a poverty status, who are working full time at sweatshop wages pegged to the lowest level of exploitation.

It will bring a modicum of dignity and decency, an integral aspect of the war on poverty, to those who need the most basic of all aid—a higher income.

STARK'S TRANSFER CREATES VOID

While no one can claim the title of "the indispensable man," our man with the U.S. Department of Labor in San Francisco has left to accept a post with the newly-created National Youth Corps in Los Angeles, and he'll be difficult to replace.

We are talking about Bruce Stark who went to bat for the Local 3 On-the-Job training program this year now in progress at Camp Roberts.

His transfer leaves a large void, and we wish him the best of success in his new position.

STATE SAFETY ORDER OKAYED

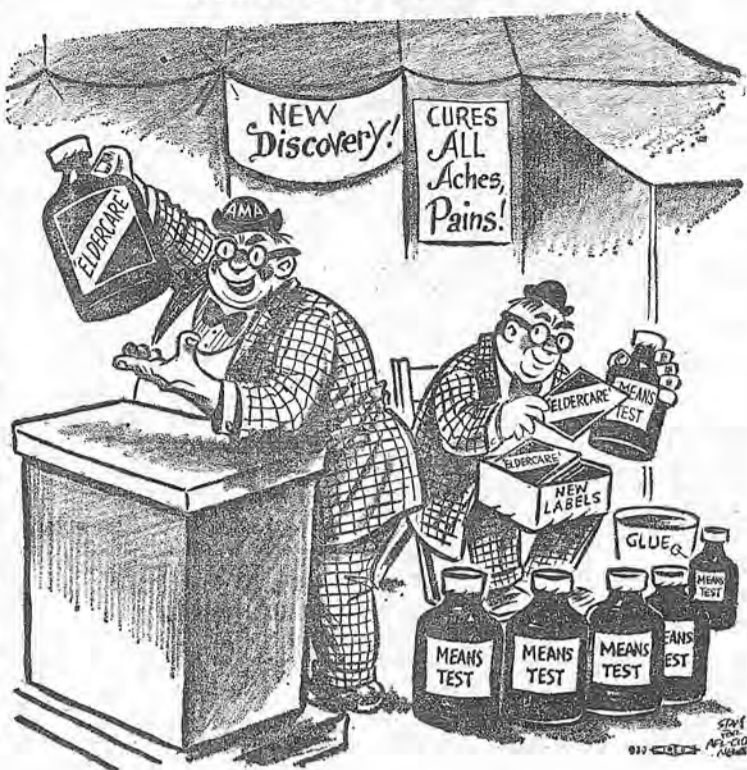
The California State Safety Board this month approved the new construction safety orders, and all contractors should inquire and arm themselves with copies. There were many changes made which directly affect the health and safety of Local 3 Brother Engineers.

Meany Stresses Need For Minimum Hike, Expanded Coverage

Bal Harbour, Fla. — Expanded coverage and an increase in the minimum wage is of "tremendous importance" in the fight to eliminate poverty, AFL-CIO Pres. George Meany told a press conference at the opening of the Executive Council's winter meeting here.

He added that he was hopeful that the President's upcoming message on the wage-hour act will take note of the AFL-CIO position urging an increase in the wage floor as well as expanded coverage. He indicated that the Administration was revising its thinking on the shorter workweek and that he expected a proposal on doubletime pay for overtime.

Same Old Snake Oil



Observe 1965 Income Tax Changes

By SIDNEY MARGOLIUS

This is the year to pay special attention to your income tax return, due April 15, because of many changes in the law. As this department has pointed out previously, wage-earners sometimes overlook rightful tax benefits, and thus shoulder more of the tax load than the law, or Congress, assumes.

In one small but detailed survey we made (24 families), more than a third had paid more taxes on previous years' returns than they needed to because they had overlooked one or more deductions. This included several families who otherwise watched their spending like hawks.

Admittedly, the tax laws are so complicated as to, in effect, favor wealthier people who can hire specialists. Still, once you understand the rules applying to you, taxes are no more difficult than some of the complicated tasks you may have to do at work. At least taxes are a sitdown job.

If your union or other community organization or an experienced acquaintance, offers help in filling out returns, take advantage of it. But watch out for the quickie tax services that spring up in vacant stores this time of year. They advertise rates of as little as \$2. But this is for the short-form return which anyone can do. For long-form or more-complicated returns, the fee can be much more. At least make sure the temporary office is backed up by a permanent headquarters to which you can come back in case of errors. The more responsible tax services also will agree to co-sign your return.

Some of this year's tax changes improve your potential deductions. Others reduce them.

STANDARD DEDUCTION: If you don't have many deductions to itemize, you may now elect to use either the 10 per cent standard deduction, as before, or the new minimum standard deduction which allows you \$200 plus \$100 for each exemption you claim.

For example, suppose you are a family with two dependent children and \$5,000 income. You made a preliminary estimate of your potential deductions such as contributions, deductible medical expenses etc., and find they come to just \$450. So you won't itemize, since either of the two standard deductions will save you taxes.

Of the two standard deductions, the 10 per cent allowance would give you a deduction of only \$500. But the new minimum standard gives you a deduction of \$600 in this case (\$200, plus \$100 apiece for you, wife, each child).

But suppose your income was \$7,000 with the same potential itemized deductions of \$450 and the same dependents. You then take the 10 per cent allowance, as this will give you a deduction of \$700.

In either of these cases you can use the card form (1040A), provided you meet the other specifications, such as total income of less than \$10,000.

However, if your potential deductions are more than 10 per cent of your income, or more than the new minimum standard deduction would provide, you will save taxes by itemizing. Don't use the short form just to save trouble. The long form (1040) has been re-designed so it now is simpler to fill out.

As you observe, the new minimum standard deduction is especially beneficial to large families and low-income wage-earners, including working

students. A student would not pay any taxes at all on earnings of \$900 or less, since in addition to the \$300 minimum standard he can claim himself as a \$600 exemption.

But working children should file returns anyway, to get a refund of any taxes withheld. They must file if they earned at least \$600. Even though your dependent child claims himself on his return, you can still claim him as an exemption if he is under 19 or a full-time student, if you do provide more than half his support.

Older people get an even better break. The exemption is \$1200 for each spouse 65 or older, plus an additional minimum deduction of \$100 apiece. Thus a couple both 65 would not owe taxes until they had over \$3000 income. Nor is Social Security or Railroad Retirement counted as income. (The same extra exemptions and deductions also apply to legally-blind persons.)

But older people who have taxable income of \$1200 or more are required to file returns, and should anyway if taxes were withheld, to get refunds.

SICK PAY: In the past some workers have passed up the sick pay exclusion. The new law limits this exclusion, but you should be sure to take this benefit if entitled to it. You can take the exclusion on page 1 of Form 1040 whether or not you itemize deductions. You have to use 1040; you can't claim this exclusion on the card form.

Under the new rules, if you receive more than 75 per cent of your regular pay while sick or injured, there is now a 30-day waiting period before you qualify for the exclusion. The amount you can exclude is limited to not more than \$100 a week.

If you get 75 per cent or less of your regular wages, the waiting period is seven days (unless hospitalized at least one day), but you can exclude only up to \$75 a week of the sick pay. After 30 days, you can exclude up to \$100 a week.

If the illness began before January 1, 1964, you use the more liberal 1963 rule.

MEDICAL EXPENSES: You always could include fare or out-of-pocket car expenses to get medical or dental treatment. Now you may deduct 5 cents a mile for the use of your car for such purpose.

The limitation on medicine and drugs, that they must exceed 1 per cent of your adjusted gross income, no longer applies if you or your spouse is 65 or older, or to your or spouse's parent 65 or older if your dependent. As before, you don't have to reduce by 3 per cent of adjusted gross income, the total medical expenses you pay for an elderly, dependent parent.

CONTRIBUTIONS: In addition to contributions of cash and goods, including foods you prepare for church and charitable organizations, you now can deduct 5 cents a mile for the use of your car in performing service for such organizations, instead of actual out-of-pocket expenses as before.

CASUALTY DEDUCTIONS: Victims of flood damage this year, as well as other casualties or theft, such as auto collision, fire, etc., can deduct non-reimbursed losses, but now only the amount over \$100 for each loss.

MOVING EXPENSES: Workers, including new employees, now can deduct unreimbursed moving expenses if the new place of work is at least 20 miles from the former home.

The Wheels are Greased

Major Freeways to Start in Marysville

BY HAROLD HUSTON, W. R. WEEKS,
RAY PHENNEGER AND BILL METTZ

MARYSVILLE—All machinery in this District is set on "GO," and we are hoping to have the biggest year the brothers in this district have ever seen. Nothing would make us happier than to have all the Brothers working.

Many new jobs have been let which will increase work opportunities, and most of the old jobs started have resumed rolling in high gear. We suggest that Brother engineers now living in other districts not move to the Marysville District looking for work. There are plenty of Brothers living in this district to cover the work.

PRE JOB HELD

We are happy to report a pre-job was held with Norman I. Fadel Inc., low bidder on the \$5 million first unit of the Grass Valley-Nevada City freeway on Highway 20-49. The project will run from Brunswick Road, south of Nevada City, to a point about three-quarters of a mile east of the Nevada County seat, a distance of 3½ miles.

Initial phases of work have begun on construction of the preliminary work, which includes placement of construction signs, clearing and "grubbing" and establishment of a water supply. Early stages of progress will depend on the weather.

The four-lane divided facility will include overcrossings at Banner Ridge Road, Gold Flat Road, Sacramento Street, Broad Street and Washington Street. Deer Creek will be spanned by twin parallel bridges.

The following articles appeared in the "Nevada County Nugget" paper, which we felt would be of interest to all you Brothers:

CHRISTMAS TREE

"Nevada City's Christmas Tree is a 99-year-old Sequoia. The new freeway will destroy this tree, which is visible from practically all sections of Nevada City, and is a beautiful and majestic sight to behold.

"The freeway was voted in primarily by business owners in Nevada City and the other residents were not aware of the fact that their Christmas Tree would be destroyed. The women and children of Nevada City have vowed to join hands around the tree to prevent its destruction."

This job will use approximately 40 Brothers, and completion date is scheduled for October

1, 1967. Landscaping and tree planting through Nevada City will be done under a separate contract, probably starting next year.

CORNING FREEWAY

Peter Kiewit Son's was low bidder on nine more miles of freeway to construct, which runs from county line 7 in Orland to Corning Road. This section will tie in to the other section of freeway presently have under construction. The bid was \$4.5 million, and should take approximately 45 engineers when they go to two shifts.

This job should begin the early part of March, and is scheduled for completion in February, 1968.

BULLARD'S BAR STUDY

Studies of construction costs for both a concrete arch and an earthfill dam at the Bullards Bar site are nearing completion, according to International Engineering, Inc. Chemical Research Construction Company is moving right along on the exploratory tunnels to determine the structure of sub-strata at the site of the proposed dam. The exploratory tunnels at the dam site will help determine the structure of rock that would be relied on to anchor a concrete arch dam.

COST BEING WEIGHED

The concrete arch and the earth-fill design are still competing for this site. The company feels if studies show the construction costs of the dams

to be about the same, the concrete arch design has many advantages over the other.

Studies conducted last year showed that the difference in construction costs for the two designs were negligible. They feel that the concrete arch design has the advantage of being able to store water and produce power at an earlier stage in its construction than the earth-fill dam. The disadvantage of the latter is that core materials are hard to find in the area of the dam.

The U. S. Forest Service prefers a concrete arch dam because of the large borrow areas required for excavation of material for an earthfill dam, and the subsequent depredation of forest areas.

In addition, the State Department of Fish & Game has insisted on temperature control over water released from the dam, and such control can be achieved much more cheaply with the concrete arch design according to its survey.

MARYSVILLE DAM

The state has switched directions on the proposed Marysville Dam and Reservoir, which as proposed would achieve full flood control on the Yuba River. The "Yuba River Basin Report" states the state's resources agency has called for integration of Marysville Dam into the federal Bureau of Reclamations Central Valley Project.

The Resources Agency says that "in recognition of assurances from the Bureau of Reclamation that the water supply available from Marysville Dam and Reser-

voir could be utilized within the service area of the Central Valley Project, when available and in recognition of the Bureau's interest and desire to integrate these features into the Central Valley Project, the Marysville project be integrated with the C.V.P. project."

NEW BEAR RIVER BRIDGE

The new Bear River Bridge, on Highway 65 south of Wheatland, was opened to traffic for the first time since construction started in July of 1964. Contractor for the \$580,000 job was a joint venture of H. Earl Parker and Thomas Construction Co. of Marysville.

The project employed many of our brothers and included construction of approximately two miles of new highway, from the south city limits of Wheatland to about a mile south of the river. The new section is parallel and just downstream from the old narrow bridge built in 1915. The old structure will be demolished.

BIDS FOR CLEARING

The State Department of Water Resources will advertise for bids for clearing Oroville reservoir. Director of water resources said the reservoir, to be formed by Oroville Dam, is situated along reaches of the Feather River and its confluences with the south fork, middle fork, north fork, and west branch of the Feather River. The estimated cost for the job is about \$8.4 million. Bids will be opened March 17.

The work will include removing trees and brush from ap-

proximately 7,750 acres, "grubbing" all stumps from about 1,200 acres, clearing trees and brush from strips of land around coves of the reservoir, and cutting and removing trees 60 feet high or over from approximately 1,350 acres. All man-made structures within a 5,650-acre area will also be removed. The job is scheduled for completion by April, 1967.

BIDS ON GRIDLEY SPAN

Lord & Bishop, Inc., of Sacramento, submitted the low bid of \$466,890 for the construction of a new Feather River Bridge on the Gridley-Oroville Highway about two miles east of Gridley.

The highway, on which the bridge will be built, connects Highway 99 at Gridley and Highway 70 at Robinson's Corner. The new bridge will be on a straighter alignment 400 feet downstream from the present crossing.

The project area will be close to a mile long, including approaches, and the bridge itself will be 1,006 feet in length. Work is expected to get underway within six weeks, with the project scheduled to be finished in approximately a year.

INTERESTING HOBEY

The small dragline in the picture was built by Brother Jim McCoy. He started this project in 1959 and completed it in 1966. It has a 35-inch boom with a bucket measuring 2½ inches wide, 2 inches deep and 4 inches long. An electric motor can be built into the machine to operate it remotely.

30 Miles of New Canal Started at Stockton

By WALTER M. TALBOT, AL
McNAMARA and GLEN
DOBYNS

STOCKTON — The Westside of this district will be the work area for the ensuing year as things now stand. This will be due largely to the California Aqueduct and the West Side Freeway.

Western Contracting Corporation is presently working on a two-shift, six days per week basis, on its portion of the California Aqueduct, which covers approximately 30 miles of new canal.

This project stretches from the San Luis Dam, in Merced County, to a station west of Paterson at Del Puerto in Stanislaus County. The equipment now in operation consist of five Tandem Euclid SS40's, five Euclid SS40's, two Hough 500 "Push-cats," three Cat 16 Blades, one Euclid Blade "Harris" (see photo), one Cat D9, one Euclid C6, one Le Tourneau-Westinghouse Compactor, two Ferguson Compactors, one Cat 977 Loader, two Truck Cranes (Marion and P & H) and a 95 Northwest Dragline.

At this time Western has two sub-contractors with earth moving equipment on the job. L. Hughes & Son of Merced has two DW21's and a push cat that are used on some of the compacted fill and structure excavation.

Stig Gruen, who recently purchased three 641's plus cats and blade from McNamara & Mannix, has contract to move approximately 350,000 yards of rock on

a small stretch of the canal west of Newman.

OVER 18 MILES

Although Western Contracting Corporation has the only California Aqueduct contract in this district at this time, the State of California Department of Water Resources expects to advertise this month for 18½ miles of concrete-lined canal and related structures, such as checks, over-chutes, inverted siphons, bridges and culverts from Chrisman Road 6½ miles south of the City of Tracy to the north end of Western's job in Del Puerto Canyon west of Paterson in Stanislaus County.

This Contract will entail the moving of 8,800,000 cubic yards of excavation, 870,000 cubic yards of compacted embankment, 190,000 cubic yards of concrete lining and 26,000 cubic yards of concrete for structures.

The following month this same agency will be advertising for another 18 miles of concrete-lined canal and related structures from Chrisman Road, south of Tracy, to the Delta Pumping Plant, northeast of Byron Hot Springs in Alameda County. Approximately 12 miles of this second contract will be in San Joaquin County.

RAISE CANAL TOP

Also, in this same general area paralleling the California Aqueduct, on the Delta-Mendota Canal, the Department of the Interior has awarded a \$2,971,173 contract to Granite Construction Company to increase the capacity of the existing canal by raising

the top edge of the concrete-lined aqueduct by 18 inches or more. This project will be 66 miles long, and work will be performed in three districts: Oakland, Stockton and Fresno.

Murphy-Pacific is just completing its contract to raise and replace the wooden bridges that are former access roads across the canal for the 66 mile stretch in order to allow for the additional height to the canal, necessary to restore the canal to its planned rate of flow.

WESTSIDE FREEWAY

Paralleling both canals is the Westside Freeway. Although the only contract let in this district to date has been for an eight-mile section McNamara Corporation has under construction, an additional \$339,000 was allocated for bridge foundations at the Freeway's interchange with Highway 132 west of Vernalis, for a bridge for westbound lanes of Highway 132, and for construction of an embankment for Highway 132 for 4.2 miles straddling the Westside Freeway interchange.

This still leaves more contracts to be let to connect the McNamara job south of Tracy to the Highway 132 interchange on one end and to Highway 50 on the other. Construction is already underway farther south on the freeway which eventually will provide a freeway link between Pacheco and Altamont passes.

There has been little change in the jobs still in progress for the district that were covered quite

extensively in last month's report. A few exceptions, however, are: The awarding to S. M. McGaw Company of Stockton, County contract to rebuild Jack Tone Road, between Highway 120 and Highway 99. McGaw outbid nine other contractors at \$152,926.

Continental-Heller was low bidder at \$5,000,000 plus on the second phase of the California Youth Authority complex adjacent to the present Nomenclini job. The sewer job in Denair, that was bid by Manuel Smith, in excess of \$200,000.00. Several smaller type construction jobs of a miscellaneous nature, but falling under \$100,000 were let throughout the district.

The State Highway Commission has approved the construction of 4.2 miles of new two-lane roadway on West Lane between Hammer Lane and Eight Mile Road, and between Armstrong Road and Highway 12 at a cost of \$430,000. However, the greatest part of this job will be in adobe type soil, so we do not expect any work to start before Spring regardless of when the job is bid.

In Stanislaus County the Commission has approved \$125,000 for construction of one mile of Carpenter Road, between Kansas and Blue Gum Avenue, west of Modesto.

ENGINEERS NEWS

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Do You Have a DI Refund Due This Year?

Union members who were employed by more than one employer during 1964 may have overpaid their disability insurance and be entitled to a refund.

Last year the program required employees to contribute one percent of the first \$5,100 in annual earnings to the disability fund. But when an employee works for more than one company and earns more than \$5,100, it is likely that more than \$51 will have been deducted from his wages during the year. Such employees are entitled to a refund of all in excess of \$51.

Refund claim forms, which must be filed by June 30, 1965, may be obtained from any of the offices of the State Department of Employment.

Smith Survey

\$101.5 Million for Utah Transportation

By HUGH BODAM, JAY NEELEY, MERLIN BOWMAN,
JOHN THORNTON, JACK SHORT and TOM BILLS

SALT LAKE — With the first stir of Spring, the pulse of construction begins to quicken and the members who have been out of work for so long are eager to start the wheels turning. It all depends on the weather now.

We have received favorable reports from our members at Camp Roberts, and have another crew ready to go on March 1st. We have filled our quota for this year but hope the program continues.

A 300-page report will be released in a few weeks of Utah's transportation needs by Wilbur Smith and Associates, New Haven, Conn.

His estimate of \$101.5 million includes \$51 million for the new East Valley Freeway; a 13 and five-tenths mile, six-lane route curving from about 6400 South below Holladay to 5th North.

100 MILES OF ROAD

Mr. Smith did not reveal the extent of the deficiencies or areas needed for improvement, but estimated "only about 100 miles of new roads will have to be built to satisfy long-range needs through 1983." His costs do not include the federal interstate system, financed at the rate of 95 per cent state monies.

Utah's population is expected

to increase by 50 per cent to 1.5 million by 1983, but automobile registration is due to jump 60 per cent from 515,000 to 820,000, and annual volume of miles traveled will increase by 65 per cent to more than eight billion miles.

The price tag of \$101,526,300 for the metropolitan transportation system to adequately handle traffic by 1980 was the lowest found for an urban area of comparable size. This is because the interstate highways, including the belt route, will meet a high percentage of traffic needs.

NEEDED IMPROVEMENTS

Other major improvement proposals in the report are: • Extend the 21st South freeway, now under construction to Magna; • extend 20th East from the proposed 6400 South terminus of the East Valley Freeway south to 9400 South and build an Ensign Peak Parkway from 800 South at about 2100 East across the north bench and across City Creek Canyon and behind Ensign Park to Farmington. • Widen 8th West from U. S. 89-91 to 200 West Bountiful, and 200 West north to Chase Lane, Centerville; • improve Redwood Road from the Salt Lake County line north to 500 South, Bountiful. • Widen Davis Boule-

vard from Orchard Drive, Bountiful, east and north to Chase Lane, Centerville. • 40 North and 500 South, Bountiful. • 6500 South and Cudahy Lane, North Salt Lake.

DESERET GYM DONE

The beautiful new Deseret Gym is completed and four months ahead of schedule. For many years the old structure was located adjacent to Hotel Utah in the heart of Salt Lake and was famous for Utah athletics. The decision was made to tear it down, and construct a new building a block away, on the corner of 1st North and Main Street. It is all and more than anticipated.

Everything from two gigantic swimming pools, two flexible gymnasiums and several handball courts, to all types of concessions and beauty aids are housed in the giant structure which covers 128,929 square feet of floor space. The result is a building with simple beauty... long clean lines, and completely functional with an almost completely maintenance free exterior.

Acoustical tile was used throughout for ceilings, with special application in key areas. Concession features include beauty parlor, barber shop, snack bar.

The facility is one of the most outstanding of its type in the western United States. In addition to the many facilities mentioned untold others are available, such as nine engineered handball courts and observation galleries, exercise rooms, whirlpool baths and volleyball courts.

PROVO AND SOUTH

L. A. Young Sons, a company which has been around these parts a long time, and which has not been mentioned a great deal

in the "Engineers News," has kept a crew of Engineers working through the Winter when most other companies either were shut down by the State road, or gave up to cold weather.

Alan Young assumed the duties of this company after the accidental death of his older brother a few months ago, and is going along in good shape with the experience and help of Operating Engineers who have been on the payroll from the infancy stage of the Company and have helped their union maintain union conditions. At this time L. A. Young has had jobs running continuously at Beaver and at the Draper Crossroads this Winter.

There are signs of stirring around in Emery and Carbon Counties with Heintz and Lowdermilk hiring a few of last year's crew.

Strong, Mullens and Whiting and Haymong have weathered the Winter, and are still going in the southeast part of the State along with W. W. Clyde, at Hite, and Stratton Brothers, at Bullfrog.

NORTHERN STATE

In the northern part of the State, we still have most of our men on the out of work list. However, work really looks good for the Summer.

There are four interstate highway projects still to be completed in Weber Canyon. The East Canyon Dam and Lost Creek Dam both should be good jobs this Summer. The Cossey Dam in Ogden Canyon is to be completed this year. Fife Construction Company was low bidder on Harrison Blvd.

BROTHER ENGINEER DESIGNS 'BROGART SAFETY LATCH'

REDDING — Since 1947, Oren "O. D." Brogden has been plagued by the potential danger existing in the present method of attaching high-pressure hoses to couplings. As an operator, foreman and supervisor, he has witnessed many bodily-injury accidents from whiplash, when a high-pressure hose has pulled loose from the couplings.

All through the years it has been in the back of his mind that something should be done, but it wasn't until 1964 that he put together all the bits and pieces of ideas he had.

On November 4 of 1964, he was

hospitalized by a severe back injury sustained from a fall from a jumbo while trying to escape the whiplash of a hose, following the separation of the hose and coupling on a water liner.

While in the hospital, "O. D." designed a crude model of the basic concept of the Brogart Safety Latch as it is produced today, and on his release took it to various safety and industrial engineers for opinions and comments. Receiving unanimous enthusiasm and approval of the idea, he took it to Art Spleiss, an independent sales agent, for manufacturing and marketing.

Eureka Bros. Dig Out

By RAY COOPER and
CURLY SPENCE

EUREKA — Up in the Great Northwest flood area all main highways are open to most regular traffic, with the exception of the ferry across the Klamath river at Klamath, Calif. where Ben C. Gerwick Co. is driving steel piling to bring traffic to normal on Highway 101 in about five or six weeks.

Healy and Tibbitts Co. is driving piling for a couple of weirs up river from the Klamath river bridge to divert debris and logs coming down stream.

Peter Kiewit has finished the state job at Idlewild, on Highway 199, between Crescent City and Grants Pass, Oregon, and expect to move the equipment to Yreka before long.

Morrison-Knudsen has the beaches south of Crescent City nearly cleaned up, however, they now are working north of Crescent City on beach clean-up.

Clifford C. Bong Co. has a Manitowac placing rock on the jetty in the Crescent City harbor. The quarry is just over the Oregon state line.

The bids for the four-lane highway south of the Klamath River (grading already completed by Wunderlich Co.) will be let this month for paving and removing slides caused by the heavy rains.

There is a proposal for a levee on Redwood Creek that flows through the town of Orick. If the proposal goes through it will be about a \$3 million job.

Mercer-Fraser has the grading and paving job on the old Blue Slide road, from the old Fernbridge to Rio Dell. This is a rush job to clear present traffic bottlenecks south of Eureka. Morrison Knudsen is well along with

the pile driving on the Robinson Bridge north of Rio Dell.

J. J. Tracey will open the second lane of traffic on Rio Dell-Scotia bridge in the near future.

Bids for a new bridge across Eel river from Setaia to Rio Dell will be opened shortly.

Art Tonkin and Son Logging Co. is really doing a job removing the huge slide and hill in back of the business section in Willow Creek. There are six dozers feeding the conveyor belt working long hours. If the good weather holds they should be finished in about two weeks.

A. Teichert Sons, Inc., from Sacramento, has nearly completed its rechanneling of Supply Creek and the Trinity river in the Hoopa area. There is one shift working now.

Morrison-Knudsen is just starting its big 40 miles of clean-up work on the beaches and lower section of Eel River at Loleta and Ferndale. M-K is bringing part of its crew off of the highway job at Dean Creek, and some of the crew from the Bell Springs emergency work for the clean-up job.

Morrison-Knudsen is well along with its big job replacing track and putting in the fills, and is starting to drive pile for the rail trestles on the Northwestern-Pacific Railroad, which has set June as the deadline.

Alliance Co. has a county road repair and resurfacing job on the Redwood Valley road and the old road to Hoopa. Arthur B. Siri is well along with the structures on the over-pass in Arcata.

Hoffman Construction is progressing well on the pulp-mill for Georgia Pacific at Samoa. This job will keep a few of the Brothers working most of the Winter.

\$263 Million Earmarked for State Water Development in '65

SACRAMENTO — The State Department of Water Resources announced today that it will call for approximately \$263 million in construction and equipment bids for the State Water Project this year.

"The numerous contracts will be for works in Butte County on the north to Los Angeles County on the south. Included will be facilities along the California Aqueduct, the South Bay Aqueduct, and initial work on the Coastal Aqueduct and North Bay Aqueduct," Water Resources Director William E. Warne said.

Warne said the largest job will be construction of the Carley V. Porter Tunnel through the Tehachapi Mountains in Kern County, approximately seven miles northeast of Gorman. The job is estimated at about \$57 million.

The work will consist primarily of constructing two concrete lined tunnels, one 23.5 feet in diameter and 5,760 feet long, and the other 20 feet in diameter and 25,170 feet long.

Some of the other large jobs to be let in 1965 will be for construction of five reaches of the California Aqueduct. The longest reach will consist of 34 miles of concrete lined canal running from approximately 12 miles

south of Kettleman City to about 12 miles south of the town of Lost Hills in Kern County. The cost is estimated at about \$24.5 million.

Some of the jobs scheduled in the Oroville area will include clearing of the Oroville Reservoir site, about \$6.1 million; construction of the Oroville Dam spillway, \$17.2 million; construction of a bridge across the south fork of the Feather River, \$1.8 million; and completion of the Oroville power plant, \$6.5 million.

Construction of a forebay dam and reservoir, and an afterbay dam and reservoir at Thermalito is scheduled to be advertised next Spring at an estimated cost of \$15.6 million.

The first unit of construction on the North Bay Aqueduct will be advertised late in 1965. The first feature of the Aqueduct will be the Cordelia Pumping Plant, about six miles southwest of Fairfield in Solano County. The North Bay Aqueduct will convey water from near Cordelia to the City of Napa in Napa County.

Construction of Del Valle Dam on Arroyo Del Valle approximately seven miles south of Livermore in Alameda County, is

scheduled for bid in October. The cost of the dam is estimated at about \$11.9 million.

Facilities of the West Branch Division of the California Aqueduct are also due to be advertised this year. The West Branch will convey water from the south portal of the Carley V. Porter Tunnel to Castaic Reservoir near Newhall in Los Angeles County. Construction of the estimated \$6.5 million Castaic Dam will begin next fall.

This year will also see the first phase of the Coastal Division of the California Aqueduct get under way. This branch of the Aqueduct will convey water from its juncture with the main aqueduct to the site of Devils Den Pumping Plant, approximately 21 miles south of Kettleman City in Kings County.

Three additional jobs planned by the department this year but not included in the State Water Project will be the \$400,000 construction of the Mariposa Bypass drop structure and levees, \$1.4 million channel improvement along the San Joaquin River, and construction of the estimated \$258,000 Eastside Bypass Weir situated about 15 miles west of Merced.

San Jose Initiates Big Construction Season

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

SAN JOSE—We have been enjoying some real Spring weather recently in the San Jose area, and if we are fortunate enough to have the weather hold the possibility of getting back to work will be favorable. A few of the Brothers have gone back to work, but the out-of-work list is still very heavy.

L. C. Smith Co. is getting back to a slow start. Work is half-completed on the 5.5-mile Stevens Creek freeway from Bayshore to Homestead Road. Interchanges are being constructed at Fremont Ave., Homestead Road, El Camino Real Route 237, Evelyn Ave., Moffett Blvd., Bayshore Freeway and the proposed Central Expressway. There will be a total of 15 structures when completed.

The last of the dirt is being moved on Frederickson's & Watsons job, with approximately one half mile of paving to complete the project. There is still another 7½ mile section to go out for bid in the near future.

Freeman Paving Co. started back to work on the Alma Street project in Mt. View. They are also doing some brush stripping on Page Mill Rd., as well as some work on building pads throughout the area.

Sondgroth Bros. started on the excavation for the new J. C. Penney store in Mt. View, which will be one of the largest stores in the Penney Chain, and has been pending for some time. They are also working on some street and subdivision jobs.

The W. D. Smith Co. is working on the excavating, street work on the building sites for two schools in Milpitas, as well as working on percolating pools in East San Jose.

Ebert-Spartan have started their underground work on the 600-acre Industrial subdivision south of Moffett on Highway 9, and their housing subdivision on Montague Rd., opposite Agnew State Hospital.

Granite Construction moved in all the necessary equipment for the San Juan Bautista highway job. There will be 250,000 yards of dirt to be moved here. Brother Earl Bernard will be the Superintendent on this project, and all that is holding them up now is the lack of enough dry weather. A few more days of this needed weather and they will be ready to roll.

The Baun Construction Co. is just about in the same position on its Highway 152 job in Gilroy, and has moved all equipment to the job site, just waiting and praying for the sun.

Activity prevails on the eight-story office building at 1630 The Alameda, in San Jose. Pankow Construction is the prime Contractor and Brother Bob Lockland, in the capacity of General Foreman, with A. D. Mark, project Manager.

NEW TOWER CRANE

They have a new type Bucyrus-Erie 150B electric tower crane with 90-foot boom and a full swing, with a lifting capacity of 20 tons. The operator sits in an unbreakable glass enclosed cab, with a clear view all around. The cab is equipped with air conditioning, heater and even a cigarette lighter, and to top it all off, also acts as an elevator. The operator can get into the cab on the ground, press a button and

rise 20 feet in the air. The crane also works on tracks, which enables the operator to move, parallel with the building as the construction of the building progresses.

Work in Salinas, Watsonville and Santa Cruz area is still "chicken and feathers." One day you will hit the jobs in this area and all equipment is working; the next day all the equipment is parked.

The larger dirt outfits are trying to keep their crews together, and this, of course, is the answer to the prevailing condition.

Some sewer contractors have started a little work here and there, but there is no big operation going on any of these jobs. The paving crews are getting a little time when the sun shines and a few of the crews are even getting "singers."

If we could have a couple of weeks of dry weather the picture could change very rapidly. This is particularly true with the housing subdivision work, as there is nothing going on in this line.

The U. C. Campus will be a hub of activity when things start up again and it seems that there is a proposed building for each tree! Some contractors have tried to start a cat or two here, but the ground is so "mucky" that the scrapers just sink. Granite will have considerable work in this area, and will have a sizeable crew when they do start up. The technical Engineers will have approximately three crews driving stakes for the next year on this project.

In the King City and Camp Roberts area, the same story prevails. The Madonna Construction Co. has a great deal of equipment scattered throughout this area. The dirt spread at Bradley has been fortunate enough to have been working most of the time, but the Hot Plant and the bridge crews have been working rather spottily.

The San Antonio Dam project is working with a greatly reduced force, for all crafts. The road across the river is still out, and due to the rise and fall of the river it will be later in the year before they can build one that will stay in.

The concrete crews have been able to work and the drilling crews are not doing too bad. There is still considerable work to be done on the project, and it will be a good job for many engineers who want to work in this area.

At Hunter Leggett, the Diani Construction Co. is cleaning up some of the roads in that area. There is quite a bit of work to go on as soon as the weather permits.

More generally, over the whole area, from Santa Cruz south and west of the mountain, the only requisite is dry weather, and with a little of that, all the contractors are ready to go. Plenty of work when the season gets rolling, with the jobs of a duration long enough to enable the brothers to get checks put away.

NEW WORK

Granite Construction is still picking off some of the good work coming up in the near future. They were awarded the contract to build the Alisal St. underpass, which will separate the Southern Pacific tracks from the street at the present grade crossing; \$603,132. They also

came up with the award for the new parking lot for the City Hall in Salinas, as well as \$129,917 for 0.5 mile of four lane highway in Santa Cruz.

Rothschild, Raffin & Weirick, Inc. have the award for the university library for the University of California at Santa Cruz. (\$2,153,600.)

Clifton B. McCormick will start shortly on his contract for the new County Welfare Building in Salinas.

Collishaw Sprinkler Co. will do the improvements for the Casa View and Robert Doerr Parks.

The Gilroy High School addition was taken by contractor Gordon Farotte with a low bid of \$544,133.

There was an accident on the San Antonio Dam site on the tree clearing phase of the job. The operator was pushing a tree down about a 20% slope with a

dozer, when the tree made a bad turn and the trunk of the tree came into the cab, with the operator.

The tree trunk pressed the operator away from the clutch and would have crushed him except a branch of the tree hit the tracks and the trunk turned and knocked the clutch out. This enabled the operator to move himself from between the tree trunk and the cover of the cab.

Fortunately, he was able to return to work after just a few days off. This operator has had many years of experience on a dozer, on this type of work, so it was just one of those "freak" accidents.

It was a narrow escape, however, and should be another reminder to all operators to expect the unexpected, so that they may live to work another day.

Social Security Celebrates 25th Anniversary of Benefits

The 25th anniversary of the first payment of social security benefits was observed Jan. 31—and the records show that 1,961 men and women who received payments that first month in 1940 are still getting them.

Social Security Commissioner Robert M. Ball pointed out that nearly all of the recipients were 65 or over in 1940 and thus are now 90 or older. The "charter beneficiaries" include retired workers, wives of some of them, and widows and dependent par-

ents of a few workers who died in January, 1940, he said.

The first person to receive a social security check was Ida Fuller, Ludlow, Vt., a legal secretary who retired in November, 1939, and is still, at age 90, receiving her monthly benefits.

Monthly benefit payments totaled \$35 million during the first year, compared to about \$16 billion in 1964. In January, nearly 20 million men, women and children received a total of about \$1.4 billion.

Credit Union's First Anniversary

The response to the Credit Union by the members and employees of the Operating Engineers Local Union No. 3 has been very encouraging. Our growth to over 3000 members in our first year of operation and the numerous inquiries coming in from the field, indicate quite favorably the continuing interest being shown in this worthwhile project.

As has been previously stated, the purpose of the Credit Union is to provide the members and their families with three primary services.

Savings Account: The Credit Union encourages each member to set aside a small amount each payday for the purchase of Credit Union shares and thus increase their assets and at the same time, provide the necessary capital to meet the loan requirements of the Credit Union members.

2. Personalized Loans: The money that has been deposited with the Credit Union for the purchase of shares is available for loans to qualified Credit Union members at a reasonable rate of interest.

3. Insurance protection on both savings and loans: The Credit Union provides Life Insurance on its members for each dollar saved up to a maximum of \$2000.00. The amount of Insurance per dollar of savings is determined by the age of the member at the time of the deposit as shown in the following table.

| Life Savings Insurance Coverage | |
|---------------------------------|------------------------------|
| Age at Time of Deposit | Amount of Insurance |
| 0-6 months..... | 25c for each \$1.00 saved |
| 6 mos.-54 years..... | \$1.00 for each \$1.00 saved |
| 55-59 years..... | 75c for each \$1.00 saved |
| 60-64 years..... | 50c for each \$1.00 saved |
| 65-69 years..... | 25c for each \$1.00 saved |

The amount of Insurance will not decrease as the member reaches a higher age bracket. Example: If you have \$2000 in shares deposited before age 55, you also have \$2000 Life Insurance and this will not decrease unless the shares are withdrawn, regardless of how long you live. In the event of death, your beneficiary would receive \$4000.00.

The Credit Union provides loan protection Insurance that will pay off the balance of your loan in the event of your death prior to age 70 or in the event you were totally and permanently disabled prior to age 60.

These are the basic benefits to be gained by the members through active participation in the Credit Union and we look forward to the time when every eligible member and employee of the Local Union is on the active membership list.

Rapid Transit Work Continues Throughout Area

By DALE MARR, GEORGE
BAKER and JIM MEEHAN

SAN FRANCISCO — Work on the Bay Area Rapid Transit district's project is going on throughout the Bay Area.

In San Francisco, J. N. Pritchard Co. is conducting various test drillings and P & Z Construction is sinking test shafts near 30th and Mission. This is to test the soil content and moisture problems to determine footings and tunnel bores.

Out in Concord, San Francisco's BARTD officials will officially open the first test track April 12. The four and one-half miles of test track will receive its first rolling equipment with the arrival of the first laboratory test car.

Several Operating Engineers are working on Eichler's "Visitation Valley" apartments. There are two units, 15 floors each. There are two tower cranes; two material hoists; two additional hoists on the second building; one forklift handling ground material and two man lifts for each building, according to our information.

At the other end of San Francisco, which lately has been enjoying sunny weather along with the rest of the state, Perini Corp. has started Phase Two of the "Golden Gateway" project and the city-owned garage.

Elsewhere, Raymond Concrete Pile has several crews working; Manson General has over 50 men on the payroll; Flora Crane and Sheedy Drayage have several rigs working all the time; Brother Chet Smith has the excavation contract on the Alcoa Building; Guy F. Atkinson is coming along on the Army Street freeway job; Ben C. Gerwick and Duncanson-Harrelson are working their crews steadily.

\$1.1 Billion Okay, Appalachia Bill

WASHINGTON — The House beat back a series of crippling amendments and sent to the White House, intact, a \$1.1 billion Appalachian redevelopment bill, the first major Administration program to clear the 89th Congress.

It is designed to end the economic isolation of an 11-state mountain region and bring new opportunity to 16 million people who live there.

The vote was 257-165. Supporting the bill were 232 Democrats and 25 Republicans; opposed were 109 Republicans and 56 Democrats.

Administration leaders successfully resisted every attempt to change the Senate bill and the House crushed, 321-100, a Republican substitute bill which would have gutted the entire concept of regional assistance.

Last year the Appalachia bill passed the Senate, but House Democratic leaders couldn't count the votes to pass it, and the legislation died with the adjournment of the 88th Congress.

The bill had a strong endorsement from the AFL-CIO. It will provide, over a five-year period, \$840 million in federal funds to build 2,350 miles of highways and 1,000 miles of access roads.

Engineering Roundup

Bridges, Freeways Slated for Construction

SACRAMENTO — Nearly \$10 million worth of bridge and major freeway construction in San Mateo and Sacramento counties went out to bid from the State Division of Highways headquarters in this capitol city.

A significant and major project in San Mateo County calls for construction of an eight-lane bridge across San Mateo Creek for the future Interstate 280 freeway in and near Hillsborough; rough grading at the approaches; and placing embankment at the proposed Hayne Road Interchange.

The five-span structure will be more than 1600 feet long, and the concrete columns supporting it will rise as high as 250 feet from the canyon floor.

The tall, tapered columns, which are of modified Gothic arch design, will remain natural in color, with the steel roadway superstructure painted green.

The shoulder areas will be supported by aesthetically designed plates, which will also strengthen the superstructure. A 22-foot median will separate north and southbound traffic.

Bids will be opened April 7 in Sacramento. A total of \$7,285,000 is available for the project.

Another San Mateo County project calls for grading and paving to widen 4.7 miles of U.S. 101 (Bayshore Freeway) from six to eight lanes between 19th Avenue in San Mateo and Broadway in Burlingame. Bids will be opened in Sacramento, March 24. A total of \$1,110,000 is available for the project.

The Sacramento County project involves grading and paving to widen the Interstate 80 Freeway (Elvas Freeway) from four to six lanes between "A" Street in Sacramento and just south of Arden Way. The widening includes the American River Bridge and the Route 160-Interstate 80 separation.

Bids will be opened March 31, in Sacramento. A total of \$1,400,000 is available for the project.

The widened section will connect at the south with the eight-lane segments of Interstate 80 and Route 99 (South Sacramento Freeway) now under construction between "A" Street and just south of 5th Avenue.

Other projects are as follows:

HUMBOLDT COUNTY — Reconstructing two spans of the North Scotia Bridge across the Eel River, and also placing embankment and slope protection at the north approach to the bridge, to repair damage caused by the recent floods. Bids were opened March 3, in Sacramento.

Approximately \$235,000 is available for the project.

NAPA COUNTY — Installing traffic signals and highway lighting and channelization at the intersection of Imola Avenue (Route 29) with South Jefferson Street in and near Napa. The intersection area will also be resurfaced. Bids will be opened March 24 in Sacramento.

Approximately \$46,600 is available for the project, including an estimated \$5,800 to be paid by each the City of Napa and Napa County.

CONTRA COSTA COUNTY — Modifying traffic signals and highway lighting at the following six locations on Route 17 in Richmond: at the intersection of Castro Street-Standard Avenue, and

at the intersections of Hoffman Boulevard with 37th, 25th, 14th, 10th and Cutting-7th streets. Bids will be opened March 24, in Sacramento.

Approximately \$39,400 is available for the project, including an estimated \$19,000 to be paid by the City of Richmond.

FRESNO AND MADERA COUNTIES — Grading and paving to construct 1.9 miles of highway on Route 145 between three-tenths mile south of Barstow Avenue in Fresno County and four-tenths mile north of Avenue 5½, about 9 miles south of Madera. Construction of a bridge across the San Joaquin River is included in the project.

Bids will be opened March 24, in Sacramento. A total of \$372,000 is available for the project.

The State Division of Highways opened bids on the following projects yesterday:

SANTA CLARA COUNTY — Construction on Interstate 280 as a six-lane freeway (with provision for ultimate widening to eight lanes) between Mountain View-Stevens Creek Road in Los Altos, and Magdalena Avenue; and as an eight-lane freeway between Magdalena Avenue and a half-mile north of Page Mill Road in Los Altos Hills, a distance of 7.4 miles. Eight bids received. Low bidder: Green Construction Company and Winston Bros. Company, San Mateo, \$7,493,556.90.

PLACER COUNTY — Constructing interchanges on Interstate 80 at Illinoistown and Heather Glen, approximately one mile west of Weimar, as the first stage of converting the expressway between Auburn and Illinoistown to full freeway. Five bids received. Low bidder: Lee Stephens, Stockton, \$865,000.

YOLO COUNTY — Functional planting—including trees—along 4.2 miles of Interstate 80 about 7 miles west of Sacramento, between County Road 104 interchange and the west end of the section of Yolo Causeway. Planting will consist of 405 trees, and 2,528 shrubs. Six bids received. Low bidder: Sierra Landscape Contractors, Chico, \$13,636.

The Department of Public Works announced the award of the following contracts:

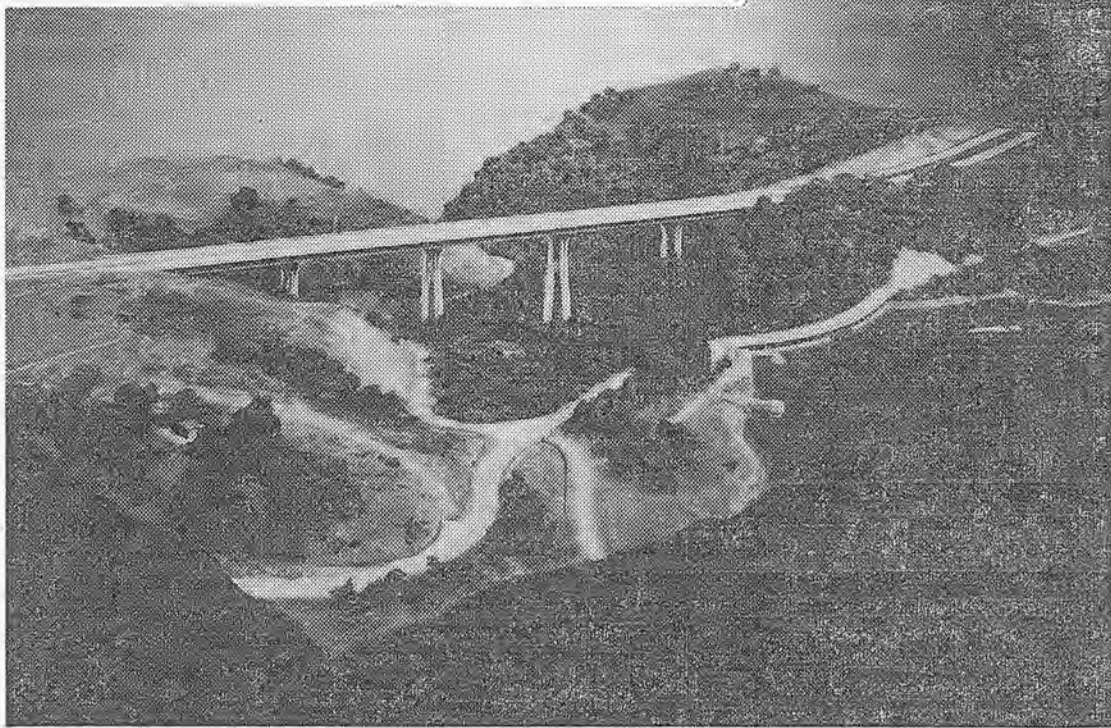
MERCED COUNTY — \$693,796 to Standard Materials Company, Modesto, for constructing a four-lane divided freeway on existing alignment on Route 152 between the junction of Route 207 and 1.9 miles westerly, about eight miles west of Los Banos.

ALAMEDA COUNTY — \$19,684.91 to R. W. Johnson & Son, Alameda, for installing a water line, fire hydrants, and other improvements at the Alameda Facilities Naval Supply Center-Oakland to fulfill obligations to the federal government made necessary by previous state revisions at the nearby south portal of the Webster Street Tube.

The Leak Leaks

WASHINGTON — Secretary of Labor W. Willard Wirtz is having leak trouble.

At a recent staff conference he was reported as irritated that information which he wanted to keep in the official family had leaked out. He wanted to plug the leak. But the story of the leak, leaked out too.



SAN MATEO CREEK BRIDGE . . . This architectural model depicts the eight-lane structure which will cross San Mateo Creek near Crystal Springs dam. The bridge, designed by the Division of Highways, will be a part of the Interstate 280 Freeway, and will be more than 1600 feet long. (See Engineering Story).

11 Kaiser Bros. Receive Safety Award Certificate

Eleven Operating Engineers, at Kaiser's Rock, Sand and Gravel plant at Felton, were recipients of Safety Certificates at a banquet held in Santa Cruz.

The men were cited for having compiled a record of two years without a loss-time accident.

Local 3 Vice President-Safety Engineer Dale Marr, keynote speaker for the union, cautioned them, however, by citing historical experience with serious loss-time accidents happening "to Engineers who are 'over-familiar' with their jobs."

Many of the men have been on the job several years. Marr congratulated the Brothers for their achievement and he and Financial Secretary-District Representative A. J. "Buck" Hope made the certificate awards assisted by Fran Walker.

The banquet was headed by Kaiser Vice President Ford Lovelace; Ivor R. Thomas, manager of Sand and Gravel Operations and Harold Baum, supervisor of Felton plant.

Certificates went to the following Brothers: Arnold J. Cook, Robert Crittenden, Harold Cummins, Rolland Curtis, Henry Johnson, John Klein, Harold McGee, Celeste Navone, Robert Newey, George Reagan and Eugene Van Dyke.

George Baker, Lake Austin and Harly Davidson also were on hand.

Marr Appointed to Labor Conference

Dale Marr, vice president of Local 3, and member of the National Safety Council Executive Board, Construction Section, has been named by IUOE General President Hunter P. Wharton to serve on the Labor Conference Board.

Purpose of the post is to lend assistance to overseas countries in setting up Safety and Health programs within heavy construction for the benefit of workers.



MODERN DESIGN . . . Supporting the five-span San Mateo Creek Bridge will be these specially-designed, tapered concrete columns, which rise as high as 250 feet above the canyon floor. Of modified Gothic arch design, the supporting columns will remain natural in color, with the steel superstructure to be painted green.

Gruesome Murder Spurs Bills to Curb 'Pep Pills'

Just a week after Director George P. Larrick of the Food and Drug Administration gave Congress a shocking picture of how "pep pills" in the hands of juveniles are leading to weird crimes and increased delinquency, a flagrant murder was attributed to these pills.

It occurred in Chicago where police arrested three youths for the brutal slaying of a 66-year-old man. All were school dropouts and runaways from home.

Police said the youths told how they jumped out of an auto, accosted their victim, Fred A. Christiansen as he walked near his home, pumped 16 bullets into him, kicked him in the head repeatedly, robbed him of the \$11 he possessed, and left him dying in the snow.

One of them was quoted as saying: "We were laughing fit to die. We were hysterical. It was the pills that made us do it."

Police found a rifle and a partly filled bottle of "goof balls"—another name for pep pills—in an apartment the youths had rented as a hideout. They said they stole the pills.

Cases such as these provided new ammunition for the drive in Congress to enact bills curbing the sale of such pills.

Sacramento Report

Engines Come to Life as Winter Fades

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

SACRAMENTO—As "old man Winter" fades away in the high country, the sound of roaring engines is music to the ears of Operating Engineers after several weeks of hibernation. The snows are melting and the rivers are gradually receding to more normal levels which will allow work to continue on the American River projects.

Two shifts of shovels are operating at Hell Hole. The dam, it will be recalled, was completely washed out during the December storms. The earthfill probably won't start for another month while the crusher, which recently started operation, stockpiles aggregate and mechanics ready all equipment.

TUNNEL WORK

Three shifts of tunnel crews at Long and Brushy Canyons have been working steadily. Operating Engineers in Long Canyon have moved nearly five miles. When complete, this tunnel will be 11 miles long.

Meanwhile, at Oxbow, American River Construction Co. crews are cleaning up the mud from its Batch plant and getting it ready for concrete at the damsite as soon as the river recedes. Ets Hokins' shop at Oxbow is nearly setup, after rains, floods and mud washed it out.

Emil Anderson Co. is coming along well in the Auburn Tunnel at the inlet and outlet portals.

Granite Co. finished its dirt work on Rollins Dam and will be moving equipment out. There is still some concrete work at the spillway and cleanup to do, however, while Brothers in the shop are getting equipment in condition for the next job.

Hardeman Co. has work at Bowman Lake and at Jackson Jackson Meadows, however snows have held up this action.

Hanson Brothers shut down the crusher at Grass Valley long enough to install a gold recovery box. While crushing tailings from the old Empire mine a small amount of gold runs through.

POLLOCK PINES

Bids for excavating work to start White Rock Powerhouse should be opened this month. Meanwhile, Rupy Brothers Logging Co. is clearing and grubbing the area to make way for the excavation. Chicago Bridge Co. is working at the outlet of White Rock tunnel installing the liner and Walsh Construction has set up its batch plant close by.

Gates and Fox Co. tunnel drivers, subbing for Walsh Construction, has completed the tunnel

and still have a shaft to finish before repairing equipment and moving out.

Les Huntington and Fuzz Heard are supervising the Walsh tunnel and still have the original crew of 32 Brothers on the job.

In other areas, it is probable that Del Cable, Bennett Murray and Joe Vicini will start working on the Cameron Park Housing projects soon in Eldorado County.

A. Teichert Co. was low bidder on a new school excavation at Placerville and already has moved in his equipment.

BIDS ON ELVIS

A call for bids has been issued by the state division of highways for rebuilding Elvis Freeway into eight lanes from the end of the Peter Kiewit Sons job to Fulton Ave.

Harbison and Mahoney Co. started work on a five-story building project at Douglas with five Brothers and more in the near future.

American Bridge and Crane Co. is unhappy over the Defense Department's announced cutback

of missile work at Aerojet General. American had been erecting the world's largest test pad at Aerojet.

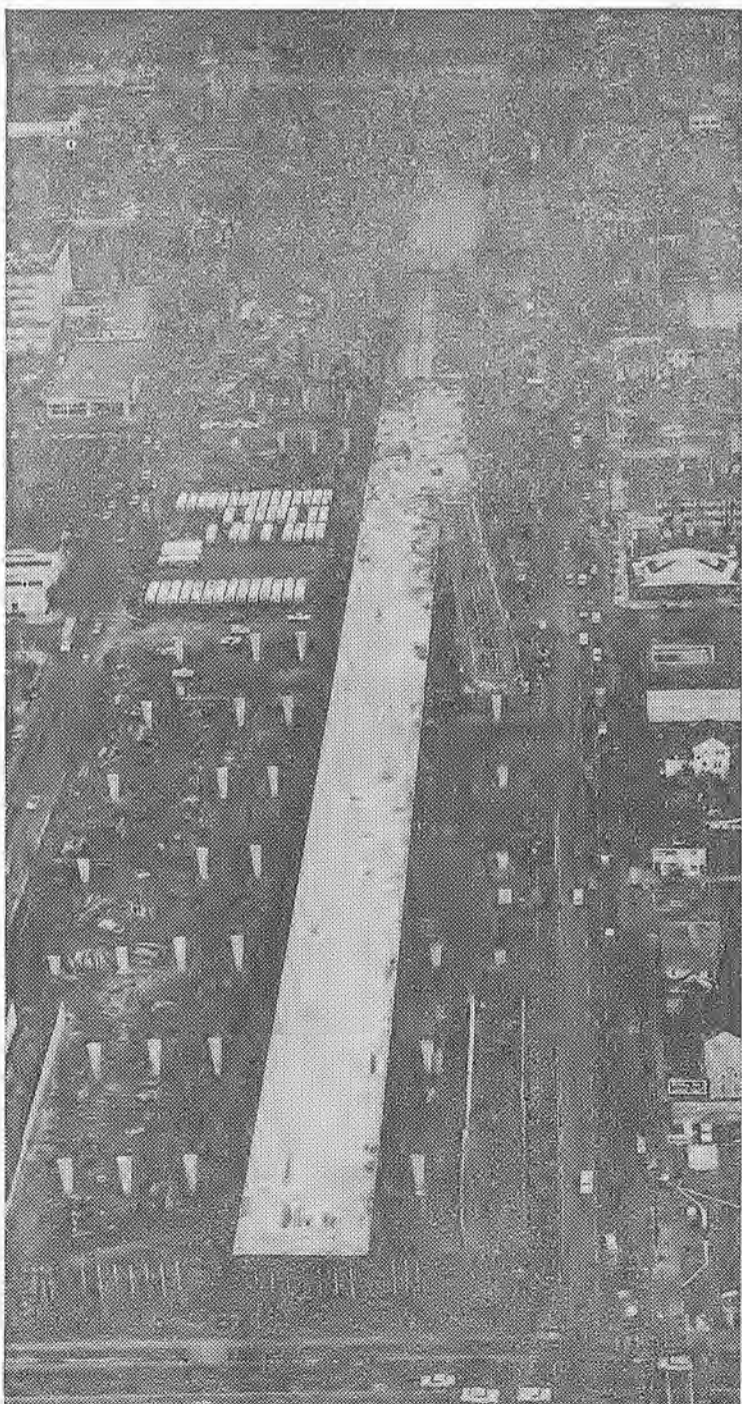
Nearly 20 Operators are working through all kinds of weather conditions on Kiewit's 29th and 30th St. Freeway in Sacramento.

Fredrickson and Watson is keeping a skeleton crew of mostly mechanics busy on the new airport in Sacramento, and as the weather dries the ground more men will be added. Van Valkenburg is handling the underground for F & W.

'77' Rides Again

WASHINGTON—Labor hopes that the old "Galloping Ghost" will ride again.

The "Galloping Ghost" was football great Red Grange. He was famed for Number 77, and 77 crossed the goal line many, many times. A new 77 has risen—H.R. 77—the bill to repeal Taft-Hartley "work" law section 14(b). Labor hopes this 77 will cross the goal line, too.



FLYING BRIDGE . . . so named for its modern design, features tapered oval columns, 30 degree-sloping sides and exposed aggregate panels. Bridge being built by Peter Kiewit Sons' in Sacramento to relieve congestions of highways 40 and 50 through the Capitol City. Wes Thomas is Kiewit superintendent on job.



SAFETY PAYS . . . Jack Gold, center, of U.S. Dept. of Labor displays hard hat which protected worker. Gold is nationally known for his safety seminars, and conducted sessions at Camp Roberts.



REPAIRS . . . by Alton Denver, of Utah, are made to gas electric charger while Instructor Dave Germain, of Utah, guides him at Camp Roberts mechanic shops.

Several Projects Going; Trainees Enjoy Weather

Continued from Page 1—

point. Ice forms overnight in small puddles and a hoarfrost covers the 144,000 acres at Camp Roberts. High noon and afternoon temperatures reach into the 70's and coats the trainees with a healthy suntan.

BEHIND THE TIMES

"Buck" Sallee, another part American Indian, has been an Operating Engineer for many years. He says he has worked nearly every piece of equipment in the field, but with technological changes in modern equipment he felt he was behind times.

He was a scraper trainee under Pappy Prince, who appraised big Buck this way: "He could come work for me anytime with the knowledge he gain here."

Prince also had the same thing to say about Bob Haws, of Utah, and Jim McDonald, from Los Angeles.

Speaking about McDonald, a Local 12 Operator, Prince says, "I've never before seen a man so interested in learning. His mind is like a sponge. He sops up everything I tell him, and then, while he's sitting on the bank waiting his turn on the scraper, he's observing what everyone else is doing."

EARTHFILL DAM

One of the bigger projects is actual construction of an earthfill dam to catch water from a small watershed area for use by military people at the base. (The army leases land for sheep-herding. Sheep keep the grass short and this is advantageous to military authorities who still use the base for Summer reserve and national guard training.)

Instructors Johnny Hinote, Pete Ramirez, Ray Austin and Yassany are handling some 40 to 50 men. Dimensions of the dam are as follows: 20 feet high, 300 feet long and 30 feet wide at the top.

The reservoir is laid out in the shape of a man's trousers, according to Yassany. One leg is 1600 feet long; the other is 1100 feet. It has been named "ranch house dam," constructed by Hinote Construction Co.

Over at the "airstrip," the ever-blowing wind whips hard as instructors Howard Seacord and Jack Purcell send their crews of blade trainees through the paces, while Windy Phillips, Joe Reichard, Grady Dean, Jack Bias, Claire Doyle and other instructors patiently nurse their trainees to a point where they can work on their own.

This program is the only one of its kind in the western region of the country, and Local 3 officials are already looking forward to expansion and continuation of the 1966 on-the-job training project.

Harley Davidson is project manager and is assisted by Art Garofalo. Jerry Collett is safety and first aid man.

BENEFITS INADEQUATE

Today's maximum \$55.00 weekly benefit is equal to 50% or more of the average weekly wages of only 13% of male claimants in California who are awarded the maximum weekly benefit.

Only 31% of all male claimants in California get a weekly benefit equal to at least 50% of their weekly wage.



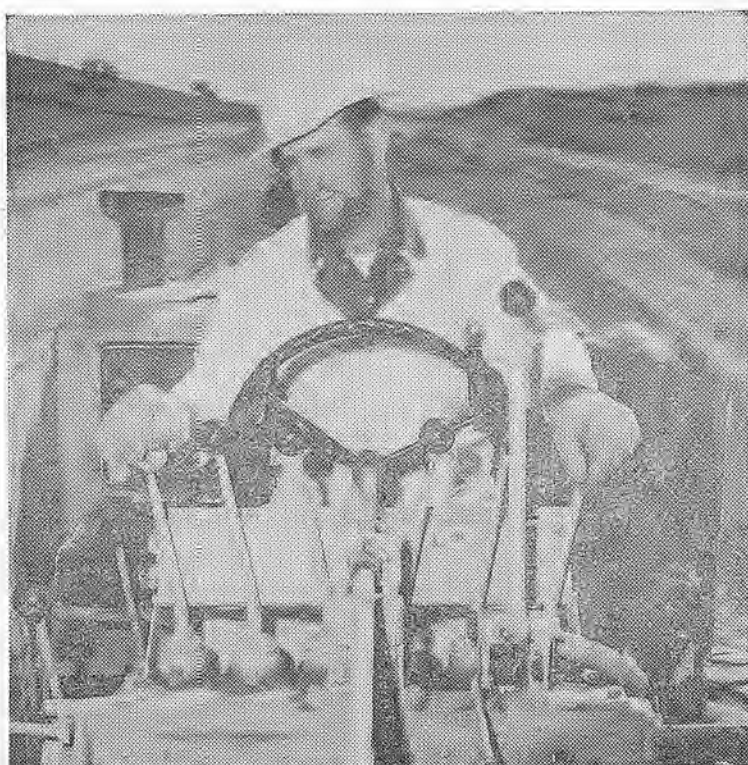
PANORAMA VIEW . . . all equipment here is on the move as trainees work on simulated "airstrip spread." In background, center, two buses carrying nationwide visitors, headed by Local 3 Business Manager Al Clem, stop to watch progress.



SIGHTING IN . . . Instructor Travis Fodge, right, and grade checkers fix sticks for survey of ammunition dump area.



TRAINING CREW . . . Instructor Ray (Silver Fox) Austin, standing extreme right, poses here with his crew between two blades at Camp Roberts "freeway" strip project. Austin has been in heavy construction over 44 years.



AT THE CONTROLS . . . Trainee Tom Bronson, Murray, Utah, is shown here navigating a blade on simulated freeway job.



WATCHFUL EYE . . . Instructor Duke Dalton walks alongside this Euclid scraper as unidentified trainee takes his turn sharpening his skills.



BOGGED DOWN . . . Smokey Black, trainee on this scraper, just brought it down a short eight foot embankment with help of trainee Bob Haws, left, of Ogden, Utah.

Under the Stars

Crews to Resurface Nimitz Freeway at Night

By ED HEARNE, TINY LAUX,
STAN GARBER, JERRY BLAIR,
WHIT WHITAKER AND
VANCE ABBOTT

OAKLAND—"Necessity is the mother invention," or so goes the cliché, and in the Eastbay area, it is no exception. With a major portion of the Nimitz Freeway slated for a new top surface, it has been announced that the contractor will perform this job on this heavily-used road at night!

Bragato Paving has the contract to resurface the pavement from an area near the Oakland Municipal Airport out to San Leandro's First Avenue turnoff. The work will be done between 9:30 p.m. and 5:30 a.m.

The Nimitz is one of the most heavily-traveled freeways in the State of California, and it would be near impossible to do the resurfacing work during the daytime without creating such a traffic bottleneck so as to make it near impossible for work to be completed.

NEW OFFICE HOURS

Effective April 6, the Oakland office will remain open on Tuesday nights until 8 p.m. instead of Thursdays. The reason is to avoid a conflict with the Building Trades Council meetings on Thursdays. So mark your calendar that Oakland office is open Tuesdays.

THE COLISEUM

The long-awaited Oakland-Alameda County Coliseum project is finally swinging into full range. The dirt spread is complete and Guy F. Atkinson Company is the main contractor on the project expected to cost \$14,663,291.

The project includes a 50,000 seat stadium for football and baseball and a covered arena for 14,000 persons for basketball and roller derby, in addition to any other sports and exhibits.

The arena will have a 400-foot, cable supported roof to make visibility unimpaired from any seat in the house. Oakland and Alameda officials and civic-minded persons are hoping that with this facility it will have an opportunity to attract major sports shows and major league baseball to the area. We hope so, too, because it will afford more work for our Brothers to build access roads, overpasses and other necessary buildings.

Both structures are basically reinforced concrete throughout, with extensive use of pre-cast work produced in an on-site job casting yard.

The sub-contractor list includes: Gallagher and Burk, Inc. Herrick Iron Works; C. E. Toland and Son, Pacific States Steel Corp., Bigge Crane and Rigging Service and Underground Construction Co.

SOUTHERN ALAMEDA

A \$5 million freeway between Dublin and Danville will include 5.9 miles of six lane freeway and seven bridges and off ramps. Heim Brothers is sub contractor for clearing and grubbing.

Gallagher and Burk is starting its cloverleaf intersection at Santa Rita Road and Highway 50 outside Pleasanton. Kirk Brothers is driving pile with a small rig fitted with diesel hammer. Dan Caputo is sub for the bridge structure.

Green and Winston started up again recently to move two mil-

lion yards of dirt on the Dublin-Danville freeway.

Fred J. Early Co. is working on its filtration plant project near Sunol and has most of the concrete poured up to ground level. Brother Vic McFarlane is superintendent.

Donald C. Glanville Co. was awarded a 48-inch water main installation job for East Bay Municipal Utility District which is designed to handle present and future needs for many years.

Donate for a Brother

Annual Blood Drive Hits Redding

By TOM ECK, JERRY MARTIN,
and ED DUBOS

REDDING — This office opened up with a bang Thursday night with a large group of Blood Donors donating for the year '65. The Brothers and their families who were unable to come to the office for the Mobile Unit can still go to Mercy Hospital and get credit. Next month's issue of the News will have the names of all the donors—we hope to hit 100.

Gordon H. Ball is starting back to work on the freeway project

in Redding with a few of the Brothers and, weather permitting, hopes to be running full tilt some time in March.

Norman I. Fadel is busy working the Brothers on the Anderson Freeway. The Brothers claim the ground is dry enough and are keeping the water trucks busy to hold down the dust. This is a nice job near home for many of the Brothers.

Baker-Anderson has moved in a number of pieces of equipment on the Clear Creek Project. This contract calls for in-

stallation of 8.3 miles of 42-to-45 inch diameter steel or concrete pipeline. The amount of the contract is \$2,660,000.

A section of interstate 80 north of Pit River Bridge will be opened for bid some time in March. Many of the Brothers are looking forward to this job as this is close to home for most of them.

Peter Kiewit has been awarded a job from the Oregon Border, south. We are to have a pre-job with them next week, and will be able to tell more as to how many men they will hire.

Ray Kaiser is being awarded 12 more miles of road west of Happy Camp which will prolong the job of men working there. Some of these men were lucky as they have worked pretty steadily since Christmas.

We also signed Manley Construction Company, of Nevada, on a short form. They are doing a fine job on the Salt Creek Forestry Road. This is a small job of about \$200,000.

Granite Construction is ready to resume its Iron Canyon Dam Job with two shifts, and will have about 15 to 18 men on each shift.

The Montague Airport is about to be extended, and they are putting air craft carrier stops on the field to practice landing. This job was awarded to Fredrick Company, of Novato.

9. Tools, books, must be purchased.

10. Observe SAFETY — who wants to hire an accident?

The fifth Survey Apprenticeship class recently started in the Vallejo area. Titled "Topographic Surveys," the class is accredited and authorized by the Northern California Surveyors Joint Apprenticeship Committee. A total of 22 apprentices and other Local 3 Surveyors were in attendance the first night.

Barney Plehn, the instructor, plans to take the class from the simplest topographic through the most advanced photogeometric and electronic methods.

All parts of the course are taken directly from the course outline approved by the State Educational Advisory and Joint Apprenticeship Committee, and therefore time may be counted for related training credits toward certification as a "Chief of Party." In order for the credit to count, it will, of course, be necessary for your application to be approved by the Northern California Surveyors Joint Apprenticeship Committee.

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Tiburon Project Ready To Go; Novato Active

By AL HANSEN

SAN RAFAEL — Rigs and operators are beginning to move and we hope the sunny weather continues, however, we do still have quite an out-of-work list.

Bids were opened Feb. 24th to construct a four-lane highway on portions of Tiburon Blvd. This project will add a mile to the four-lane project begun last year from the Alto end of the thoroughfare. The State has earmarked \$610,000 for the job, expected to take seven months. By the time this goes to press, we should know who will be awarded this contract.

Work is due to start in April or May on the first 14-acre subdivision of a 100-acre tract known as "Tiburon Ridge." This is another planned community development facing Angel Island.

There is quite a bit of activity in the Novato area at the present time. Soiland Co. of Novato was recently awarded a \$16,500 contract for 2,500 feet of 16-inch pipe in Loma Verde. Danick Construction of Sacramento was low bidder for construction of the water system in the Wildhorse subdivision, south of Vineyard Rd. in Novato.

Coxco at present has two jobs going; one at Marin Highlands, and at Scott Highlands, Novato.

KNOW STEWARDS

Following are your job stewards on the various jobs:

Brothers Len Genetin, at Basalt Rock, Novato Plant; Charles James at Basalt, McNear's Plant; Ed Frey at Bobo's; Bill Palmer and Al George at Brown-Ely; Dick Connell at Carey Bros.; Bob Desimone for Coxco; John Dobbins, Dobbins Crane Service; Bill Miller for Finn Const.

Clyde Anderson, E. A. Forde; Ralph Chandler for Elmer J. Freethy; Bill Pacheco at Ben C. Gerwick in Petaluma; Sandy Mills, Sr., for Ghilotti Bros.; Ron Butler at Carlos Gonzales Civil Engineering; Carl Straub at Hein Bros.; John Gibbons, Hillside Engrs.; Jimmy McCaffrey at Chas. Hovers; C. W. Gubka at Hutchinson Rock.

Pete Thompson for Keller Bros. Trenching; Ozzie Wilbor for Linscott; Bill Mounovan, for Luhr-Wendt-Bel Marin Keys; Bob Hiltz for Geo. S. Nolte, Civil Engr.; Lorn Huddleston for P & H Const.; Mel Myers for Piombo Bros.; Guy (Sandy) Slack and Louis Paysse, at Soiland Co.; Jim Kolesar for United Sand and Gravel; Ray Ekman, for Williams Construction.

SAFETY MEN

Safety Committeemen: Brothers Glen B. Nilesen, Basalt, Novato Plant; Al Aldredge, Basalt McNear's Plant; Allen McClure, Brown-Ely; Harvey Roberts, Coxco; Tracy Floyd, Jr. for Dobbins Crane Service; John Huntziker for E. A. Forde; Lloyd Bradshaw for Elmer J. Freethy, Tam. Valley job; Al Coontz for Ghilotti Bros.; Robert Bordessa, for Hein Bros.; Bob Corteau, for Charles Hoyer; Vern Thomas for Hutchinson Rock; Rich Cole for Linscott; Frank Willis for P & H Construction; and Al Bazzi, for Soiland Co.

Apprentice Corner

Men Needed To Replace 10 Per Cent Leaving Construction Industry Annually

By D. O. DEES, A. A. PENNE-
BAKER, ED MIDDLETON,
JACK McMANUS, LOU JONES,
and GLENN MULLOWNEY

Nearly 10 per cent of the Operating Engineers of Local 3 leave the industry, die or retire every year, and somewhere along the line new men must be trained to fill vacant shoes.

This fact was discussed at a recent Engineering and Grading Contractors' Association dinner in Oakland attended by over 75 persons.

Included in the discussion were: Buzz Haskins, of Joint Apprentices Committee and EGCA; Bruce Stark, U. S. Dept. of Labor, Bureau of Apprenticeship and Training; Buck Sandes, California State Division of Apprentices Standards; Frank Fries, General Superintendent, Gordon Ball Construction, and Lou Jones, as coordinator of JAC in Oakland.

Contractors were urged to give the Apprentice in training adequate year-round work to keep pace with the man's in-class education.

Apprentice training in Operating Engineers, Local 3 is another device to actually protect the journeyman until his retirement. It insures only trained men will enter the industry, and thus protects against possible jurisdictional raids of penetrating unions and men "on the bank."

APPRENTICES GRADUATE

Two Apprentices reached the status of Journeyman last month. They are Romeus Otremba, employed by Piazza Paving Co., and Peter Favre, employed by Piombo Construction Co. We extend our appreciation and cooperation to these men for their diligence and efforts over the past several years.

Work in the northern half of the area seems to be picking up as better weather is making it possible to bring in equipment and start the 1965 work schedule.

WORK STARTS OVER

Some jobs, particularly in the mountainous area, which began over two years ago are back to their original starting point. Floods and rains have created havoc with unfinished and completed work.

Classes have been fairly well attended and related instruction is doing well.

However, the JAC, State and Apprentices must work in concert with the schools giving the courses. The men must build up related class room study with regular attendance before becoming eligible for advancement. It's part of the job.

The following are rules for the Apprentice to live by and suggestions for conduct on the job. Following these rules is the surest short-cut to success.

1. School and work records must be received by the fifth of the following month.
2. You must attain passing grades.
3. You must get good work reports.
4. You must keep your sub-JAC office informed of job location.
5. Transfer only through the sub-JAC.
6. Be prompt, willing and courteous.
7. Follow the Collective Bargaining Agreement and JAC rules.
8. You are not allowed to quit without approval of the JAC.

Spring Has Sprung

Fresno Blossoms with Big Work Schedule

By JOE MILLER, STAN BERGMAN, GENE FORTH, CLAUDE ODOM

FRESNO—Work in the Fresno Area is picking up quite rapidly with the coming of Spring and the sunshine that comes with it. As the trees and other plant life begin to bloom, the various industry projects are also blossoming with work and jobs for our members.

Our out-of-work list approached a figure of 800 men during the rains and fog. This list has begun to diminish, and the picture is brighter each day, even though there is still a large number unemployed.

As we reported in the previous issue of the "Engineers News," commercial building construction started first. This was followed by a general increase of activity in related industry, such as Rock, Sand and Gravel and ready mix.

Since last month, several major projects have been recalling men to work and hiring new employees.

This trend of increasing employment will gain momentum each week from now to the peak of this season. We are looking forward to the best season, for this area, that we have ever had.

MERCED AND MARIPOSA

There is a considerable amount of work in Merced and Mariposa counties underway. Exchequer Dam is, of course, the largest project in the area.

Dravo Corporation is moving along very well on this job and is increasing the payroll now with the good weather.

Standard Materials is quite busy with a variety of jobs in the two counties, and has a portion of the work at Exchequer Dam.

Thomas Construction is busy at work on construction of G Street and the River Bridge.

Pasco & Ludwig Construction Company will be starting its San Joaquin Levee Project early in March. The company is contemplating rising a spread of TSS-14 Euclid Tandem Scrapers on this job.

Granite Construction will start its project (raising the Delta-Mendota Canal) about the middle of March. This project will start in Alameda County and go South 62 miles into Los Banos.

KING AND TULARE

In the southern area of the district there is considerable activity and all of the aggregate plants are busy.

There is a lot of commercial building underway.

Simpson Construction has the largest of these projects, which is construction of a cable factory on approximately 20 acres at Lindsay.

Housing projects are all over the area along with an increase in school construction etc.

FRESNO-MADERA

Metropolitan Fresno and Madera Counties is, likewise, a hub of activity. Work is springing up all over, and of every description.

New commercial shopping centers, office buildings, motels and warehouses are going up everywhere.

Stolte Construction has started the crosstown freeway overpass project. The preliminary work is well underway. Dan E. Mason has the dirt work, and is well along with it. Geo. F. Casey Drilling Company has 4 auger-type drill

rigs on the job, and has been moving rapidly on its portion of work.

Huber, Hunt & Nichols Construction Company is well along with the new Court House Project. This project has several months ahead of it before completion.

This company also began construction of the Fresno Convention Center. The demolition and removal of existing buildings is nearly complete. Excavation for foundations is well underway. The total project will cost about \$7 million.

Good & Burchett Construction Company, from Virginia City, Nevada has started the tollhouse highway project, and is presently drilling and shooting rock cuts. The scraper spread should be "in gear" by press time.

NEGOTIATIONS

We recently completed negotiations with the B. J. Carney Company, of Madera. A satisfactory contract for a two year period was agreed to, and ratified by the membership employed at the "Penta Treated" pole yard operation.

Nearly all new contract negotiations have been completed with Rock, Sand & Gravel producers in this district. We have been signing the agreements as rapidly as possible. The agreement also includes the Ready-Mix plants in the area. We have a few left to complete, but will

have these done in the next week or 10 days.

Generally speaking, we are in good shape and getting better everyday. The outlook is excellent for this year, and we hope for several more to come. It has been a little slow in starting, but is now rapidly gaining ground toward a season of high employment.

SAN LOUIS PROJECT

Not being too optimistic, but if this weather holds we may all be in for a good early start of the new season. I am almost sure every one will agree we have had enough time off, and every one is getting eager to go back to work.

Work on the San Luis Dam is underway again. However, while it doesn't have the feeling of a "full bore" operation yet, it looks like it will before long.

The "wheel" is on three shifts again, as is the quarry, separation plant and reclaim tunnel. Work on the debris trap, at the face of the tunnels, is well underway.

The pre-job with Gunther Shirley Co. and E. V. Lane Corp. has not been held yet. But there is some talk that it will be held in the very near future. They will have the second phase of the dam and its forebay.

Guy F. Atkinson Co. is down to one scraper spread on the Canal. Work has been fairly steady. Recently the company

started up a spread at the Detention Dam, where the work has been fairly steady.

E. G. Wendt has put on another shift at the Pacheco Tunnel inlet Canal. The forecast is about two months work with both shifts.

M. K. and Utah are still waiting for the Blawnox people to get trimming and lining equipment ready for them to start on that phase of their project. The other work on Reach No. 2 has been fairly steady.

Stolte is also starting up a spread to daylight the plug between Reach No. 1 and the 18-mile pump station. Work at the 18-mile pump has been relatively steady with all the rain and fog.

Kaiser steel moved a new 4000 Manitowac to set I beams for the new bridge over the Delta-Mendota Canal on Gordon H. Ball's job. Engineer Bill White really likes the rig.

The old Monigan M. K. and Utah was using on the Canal has a new assignment overseas. Its power unit is getting a new overhaul. It still remains something to see.

The pistons are bigger than five gallon buckets, and the sleeves are like thirty gallon drums. The old Monigan reminds us of an "old champion" being out done by a younger champion, namely, the L sixties and Nineties scrapers.

Honor Student, Former Member On Scholarship

SACRAMENTO—Richard Froh is the son of Mr. and Mrs. Richard (Swede) Froh who has been a member of the Operating Engineers for many years. He is a former member of the Operating Engineers, who entered the University of California in 1962 on a Regent's Scholarship, and has been selected as a student in a specialized field in Hospital Pharmacy. He will begin his Internship training in July.

These appointments are made on scholastic achievement, endeavor, and participation in campus affairs. Richard has maintained an "A" average in his courses, and as a result of this accomplishment has recently been accepted in a National Honor Society. He has been class president, and he is student body president of the Western Division of the American Pharmacy Association. He is also an active member of the California Club. These members are the top students chosen as representatives of each campus of the University.

Richard began working as an oiler during the summer months of 1958, and continued in this capacity until such time as he had to devote all his time to his studies on a yearly basis and has taken out a withdrawal card.

He has expressed a deep gratitude for the opportunity of working with the Operating Engineers, as this privilege has helped pave the way for the many advantages he now enjoys.

Year of Bridges

Spans Top San Mateo's Spectacular Growth

By BILL RANEY and MIKE KRAYNICK

SAN MATEO—This year will probably be called "The Year of the Bridges" as three major bridge construction jobs will be San Mateo County's most spectacular progress.

One is a reality, as it is at least one-third completed. This is the San Mateo bridge costing several millions of dollars.

Another will call for bids April 7, but the one which may more aptly be termed the "granddaddy of all planners, politicians and their kindred special pressure groups" is the Southern Crossing.

The reality, San Mateo Bridge, is reaching a stage where one may finally visualize its giant proportions.

The joint venture of Pomeroy, Gerwick and Steers has poured many piers and foundations which stagger out from the shore like giant steps.

The underwater work involved in constructing these piers is as great a feat as putting the bridge on top of them. There are floating cranes, pile drivers and dredges working round-the-clock, and does our heart good to see so much equipment in one locale.

Just to name some of the equipment, there were Dutra clams, Healy Tibbetts No. 8, Kaisers No. 801 with an attached revolutionary driver, Duncanson & Harrelson's No. 2, Pomeroy-Gerwick's "Giant", "Atlas", No. 95 and No. 125. In addition, there was a host of smaller cranes, barges, dredges and tugs. The

"red iron" may start this summer, according to officials from Murphy Pacific.

CRYSTAL SPRINGS DAM

The controversial Crystal Springs Bridge is an "over \$7 million" span proposed to carry the eight-lane Junipero-Serra-Skyline Freeway over San Mateo Creek, just below Crystal Springs lake and dam.

This structure will be 1600 feet long, rising in spots to 250 feet above the canyon floor on five pillars. The Division of Highways has set April 7 for receiving bids, and said \$7.285 million is available for the bridge, a key link in the plan for a freeway down the backbone of the peninsula.

Brother Monty Archibald has proposed an alternate plan of accomplishing this feat that has considerable merit.

His plan would be to place an earthfill in the same spot, instead of the concrete bridge. This would, he points out, have the effect of a fail-safe system should an earthquake or similar catastrophe cause the dam to be ruptured and break, losing millions of gallons of water down through the canyon to wipe out everything in its path.

DAM 70 YEARS OLD

The Dam is old now, built some 70 years ago. About 25 or 20 years ago, it developed a serious leak. But at that time, no one was very concerned as development in San Mateo County

hadn't reached the proportions of present day.

It is the only spot in the county where a "catastrophe" could happen. If we were to have a serious quake, and the dam were to break, the water from Crystal Lakes, one and two, would cascade down in tidal wave force for two to three miles while dropping some 500 feet.

The horror, in the first few minutes, would wipe out hundreds of homes in its path. Hillsborough lies in its path. Its multiplied fury and power would destroy Mills Hospital and, along with central San Mateo County, send its rubble out to the Bay near the San Mateo Bridge.

ALTERNATE PLAN

Brother Archibald's plan would be to place an earthfill dam in the same area with its crest well above the present concrete structure. The western slope of the fill would rest against the lower side of the present dam and equalize the pressure behind the dam. A sudden break in the dam would be a near impossibility.

Excellent material is readily available adjacent to the site. It is safe to say that the cost of an earthfill would be cheaper in the long run, and the added protection would more than warrant any expenditure.

The Southern Crossing bridge, the "great grand-daddy" of bridges, has been kicked around for years since San Mateo Senator Dolwig first proposed this plan. Gov. Brown has called for an immediate decision on this

needed bay crossing, and we feel the Sierra Point terminus is the most logical in view of the material available and potential growth it would open for the county.

The long-rumored "giant tunnel" in Millbrae just "aint so"! The reality is McGuire & Hestor will lay in a 20-inch water line under the freeway which will include an 8-foot bore, 560 feet long. It'll be through by the time this is read.

BAYSHORE WIDENING

Bayshore freeway is scheduled for a one million dollar improvement to widen it from six to eight lanes from Broadway in Burlingame to 19th Avenue, San Mateo, a stretch of 4.7 miles.

The response to the latest Safety and Credit committee meeting was embarrassing. Despite ample publicity and pleadings, and with the best Safety program in the country among Operating Engineers, no one is interested. Yet, your officers and Business Representative still are very interested in your safety.

Relative to the Credit Union, it's time to start saving for a "rainy day." Why not investigate a "rainy day" account with the Engineers Credit Union? Ask us at the office for full details.

We were saddened to learn of the death of a long-time Brother Frank Lawrence, who did yeoman service as Industrial Accident Commissioner for the State of California for many years. He had served as a Business Representative during the early years of Local 3's growth.

Survey Notes

By
DAVE
REARetraining Helps
Local 3 Surveyors

Jack Jackson and Norm Yasany, Survey and Grade setting instructors at the On-the-Job retraining site at Camp Roberts, have full time jobs working with Local 3 members upgrading their skills in the Construction industry.

Dams, Roads, Freeways, Contours and Subdivision excavation gives the opportunity to Engineers to work under simulated conditions of the construction field.

With more than 30 trainees in their day classes, Jack and Norm also carry night sessions with as many as 125 Operating Engineers in the Grade Setting course.

The trainees make necessary surveys and layout for excavation on various construction projects. Trainees do the grade-setting from rough to finish.

This program gives Engineers a condensed six-weeks course, which will equip them for better future jobs. Another first for Local 3!

WEATHER CLEARING

Rain still plagues survey work. Generally, a good Summer is ahead, with Oakland having the best prospects in both Industrial construction and Subdivision work.

Dams, Power Houses, Tunnels and Irrigation and Flood control projects will go into full swing as soon as "Mother Nature" clears the way. The Bay Area Rapid Transit will gain momentum with the awarding of the Berkeley hills tunnel project.

VALLEJO MEETING

February 2nd, a meeting was held in Vallejo to establish an apprenticeship class on topography. This class started Feb. 23 and is held in Vallejo. If you are interested in information pertaining to this class, contact your Business Representative.

CERTIFICATION

Several months ago, in the "Engineers News" in this column we stated that if there was anyone who felt he was eligible for Certification as Party Chief to contact his Business Representative. Once again we ask that you contact your Business Representative for information regarding Certification.

New Cuts Go Into Effect
On Long Distance Rates

In line with an order issued by the Federal Communications Commission, the American Telephone & Telegraph Co. has put into effect new lower long distance rates. The reductions range from 25 to 75 cents per three-minute call. Also, the \$1 maximum for calls after 9 p.m. daily is now in effect after 8 p.m., and has been extended to Sundays when the ceiling rate up to now was \$1.75. The latter reduction applies to calls made to parties over 221 miles away and other cuts apply to calls of at least 450 miles.

Nevada Report

Blizzards, High Winds Pelt Silver State

By NORRIS CASEY, BU BAI KS, GAIL BISHOP, JACK BULLARD

RENO — Several small jobs are going again now that the snow has let up, and the weather warmed up.

The Power and Water Companies have many small jobs that are using a few Engineers.

The Hotel and Motel jobs, and the Banks and Office Buildings, Auto Agencies, etc., are keeping our Engineers out of the rocking chair.

The new Convention Center is finally being readied for a grand opening in early March. The Robert L. Helms Construction Company is ready to complete the paving if the weather holds a few more days.

Martin Iron Works with Brother Red Warren at the controls, is setting the heating and cooling system.

The Frank Tracy Power Station, Second Unit, is now tapering off to the final touches. The Stone-Webster Company, Riley Stoker Company, have had a small group of Engineers for about one year.

The Isbell Construction Company has started to dig cooling ponds for the Multi-unit Power Plant.

The Industrial Construction Company at Brady's, is about 60 per cent of the way with fill on another piece of Interstate 80. This job has 30 Engineers on it.

The Gas Company has Cabildo Corporation & Wells Cargo Pipeline Company putting in all new services and replacing the old, to take care of the ever expanding growth of the Capitol City.

There are several high-rise buildings about to get started in the downtown section, the largest being a 23 story apartment building on First and Arlington, with Dixon & Tiberti Company the general contractor.

The last big building complex to be let is another Hotel-Casino Unit, with a Radio-TV station combined. This will get under way at South Virginia and Peckham Lane, across from the Convention Center. This one is \$12 million.

The new Sewage Treatment

Plant has about 15 Engineers that are doing a 40-hour week, covering excavation, hanging steel and pouring concrete. The project is also a \$12 million deal.

NORTHEASTERN NEVADA

Employment for Engineers in Northern and Northeastern Nevada is at its lowest ebb during this period of the year, and if you want to meet your friends, swing by the Nevada State Employment Office, The Bechtel Gold Mill for Newmont Mining at Carlin, goes on despite the wildest winter weather.

Brothers here are fighting winds up to 40 mph and below zero temperatures, with the mill site atop a hill at 6540 feet above sea level!

To get to the dam below the hill, Bechtel had to utilize a helicopter, as the road is impassable. This is admittedly a fine Winter job, with some overtime, but the Brothers are really earning their keep under these conditions.

Brother Ray Purdom has been appointed Steward, in addition to Byron Mason, on this job. The Isbell stripping operation for the same Gold Mill, continues to employ some Brothers on a single shift basis.

Floyd Guinard barely got down to the MDTA Training School at Camp Roberts before getting "rear-ended" on the freeway near Paso Robles. The car struck Floyd so hard that items in the glove compartment were hurtled through the shattered rear window. Floyd spent a week hanging by the neck in traction, before being permitted to return to Elko.

Brothers, let's discuss the recovery of wage claims. The whole problem of recovery is greatly simplified by one practice on your part; KEEP A DAILY TIME RECORD, including reporting time, lunch period and quitting time.

If you keep a time record, the Business Representative can go

to bat for you with pretty good odds. If you don't, he has a rough row to hoe, and chances are you get hit where it really hurts, in the pocket!

LAKE TAHOE AREA

With the current good weather we are enjoying in the High Sierras, a few of the contractors have been doing a limited amount of dirt work. Dillingham Corporation at the Tahoe Keys, has Evans & Reeves, John Lagrange Construction and J & R Madera Construction moving sand for the new Keys and Lagoons. This keeps 14 of the brother Engineers working and eating.

Del Webb Corporation is on schedule with its Sahara-Tahoe Hotel Casino. Opening is set for July.

Weldwood Structures, Inc., project at Tahoe City, has poured the first footing for new con-

dominium apartments. They intend to complete 38 units this year at a cost of \$1.65 million. This is a five-year project, with approximately 200 units at completion.

The Christmas Tree Restaurant, on the Mount Rose Highway, is being rebuilt about one hundred yards west of the former location. Savini Construction is the contractor with Richard Mandeville doing the excavation. This well known steak house burned to the ground last fall.

Hellwinkle Construction of Alpine County, California, has a spread of cats working on the reconstruction of the Carson River at Gardnerville, Nevada. They have five miles of river bed to rebuild and rip rap. At this writing, there are 6 D8's and one D4 on the job and at the peak of the job, there will be about 13 cats going.



TOUGH ANGLE . . . Instructor Pete Ramirez, center, is shown "talking down" a scraper trainee hung up on difficult turn into key way of Ranch House dam at Camp Roberts.

DISTRICT
MEETINGS

APRIL

DISTRICT 4

Eureka—April 6, Tuesday, Eng. Bldg., 2806 Broadway, 8 p.m.

DISTRICT 7

Redding — April 7, Wednesday, Engineers Bldg., 100 Lake Blvd., 8 p.m.

DISTRICT 6

Marysville — April 8, Thursday, Elks Hall, 920 D St., 8 p.m.

DISTRICT 1

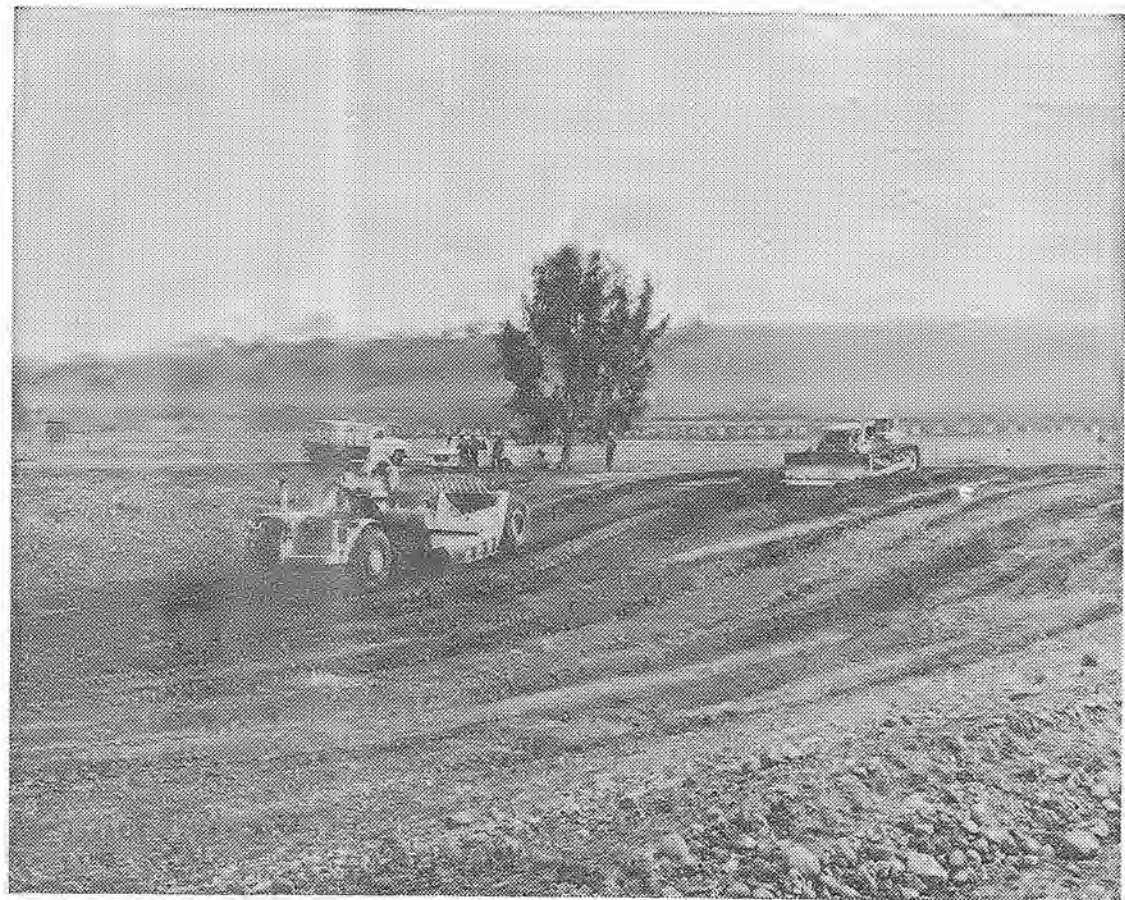
San Francisco — April 14, Wednesday, San Francisco Labor Temple, 16th & Capp.

SUB-DISTRICT 1

Honolulu—April 21, Wednesday, I.B.E.W. Hall, 2305 So. Beretania St., 7 p.m.



UNION LABEL AND SERVICE TRADES DEPT., AFL-CIO



PRACTICE . . . this rifle target range at Camp Roberts was scene of early spreads for trainees to familiarize themselves with scrapers and bulldozers.

Labor-Management Forum

Right-to-Work Legislation Must Go

If conferences, such as the first California Construction Industry Management-Labor Forum held recently in Palm Springs lead to a framework within which industries, such as the construction industry, can formulate programs and policies to fit the industry into the total economy, then a giant step toward the "Great Society" will have been made.

That's what Albin J. Gruhn, president of the California Labor Federation, AFL-CIO, had to say in his keynote address to the opening session of the three-day conference January 28.

Gruhn urged the labor and management representatives participating in the meeting not to overlook "the basic importance of governmental economic policies to the health and well being of your industry."

He also asserted that management, as well as labor, has a vital interest in the elimination of so-called "right-to-work" laws, because "you can't have a thriving construction industry in a

state, unless the workers of the state—the principal consumers—get a fair share of the wealth they create."

Gruhn said that 14 of the 20 states having so-called right-to-work legislation are generally the ones with the lowest family incomes and the worst poverty in the nation and the other six are states in which the average family income is only slightly above the poverty level.

This "is more than a coincidence," he declared.

"The theory behind the right-to-work legislation is, in essence, that if we have weaker unions we will have a more prosperous economy," he explained.

But this theory doesn't hold up because the states that have adopted it have the poorest wage levels, the lowest educational levels and the least prosperity of any in the union, he asserted.

In contrast, California has enjoyed a 66 percent population increase between 1950 and 1963 compared to a national average of only 24 percent and emerged

as a prime consumer market "especially because of its high wages," he said.

The state AFL-CIO official's comment on the right-to-work issue as well as his other observations on the impact of automation, the need to promote quality workmanship, improve apprenticeship standards and update the skills of the industry's craftsmen were all focused on the joint interests of labor and management in the industry.

Noting that the jobless rate in the building trades is double the national average, Gruhn said it should be obvious "that we cannot continue indefinitely to have a prosperous construction industry in an economy where rates of unemployment continue to run at present levels."

As a step toward joint action to bolster the industry and achieve a measure of maturity in the industry's labor-management relations, he suggested that the management representatives seriously consider supporting such labor-backed proposals as those calling for a doubling of federal and state public works expenditures in California within the next three years.

Such a program, he said, is vitally needed for three key reasons:

- 1—To replace the highways, bridges and other facilities washed out in recent northern California floods.
- 2—To put muscle into the President's anti-poverty program.
- 3—To wipe out unemployment in construction and allied industries.

In conclusion, Gruhn said that

Portable Pension Plan Proposed

SACRAMENTO—The California Department of Employment and Citizen's Advisory Committee on Aging recently proposed to the state legislature that a state portable pension act—which would transfer pension credits as workers move from job to job—should be effected in the law.

CREDIT UNION

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.

APRIL

District 3

Stockton — April 6, Tuesday
Engineers Bldg., 2626 No. California St.,
8:00 p.m.

District 9

San Jose — April 8, Thursday
Labor Temple, 45 Santa Teresa,
8:00 p.m.

District 8

Sacramento — April 20, Tuesday
C.E.L. & T. Bldg., 2525 Stockton Blvd.,
8:00 p.m.

District 2

Oakland — April 22, Thursday
Labor Temple, 2515 Valdez St.,
8:00 p.m.

a solution to the problems involved in spurring the state's lagging economic growth rate and making the fruits of automation a boon to all, instead of a bane to many, depends greatly upon whether "we have arrived at a stage in the development of this nation in which both labor and management are prepared to recognize as a fact of life that both are essential to a solution of the problems facing us."

The forum is designed to bring

about a better understanding between the contractors and the representatives of their employees' various unions.

Six study groups are scheduled to discuss subjects which do not generally come up in the collective bargaining process. These subjects are: force account work; moonlighting; plant maintenance and contracting out; safety; training of apprentices and journeymen; and public relations.



FASTEN YOUR BELT . . . Trainee Gene Necoechea, Lakeport, Calif., takes his turn on big scraper, but first receives safety lesson from Instructor Carl Prince to fasten his belt.



MAN TO MAN . . . Jack Bias, left, a full-blooded Cherokee Indian here instructs Buck Sallee, half-Indian from Utah, in operation of scrapers.



READY TO GO . . . Brother Engineer gets last-minute advice on cut for scrapers from Instructor Duke Dalton, of Sacramento.

Cochran & Celli

Recap for Economy



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Oakland

Personal Notes

SAN RAFAEL

We appreciate the response and cooperation in letting the office know when you Brothers are called back to work. It helps keep the out-of-work list down and gives the next fellow encouragement.

Our sympathy to Brother Leon Muckey on the death of his wife, Dorothy.

Congratulations to Brother Al Bazzi and his wife who opened their hearts to an adopted baby boy, Angelo Luigi.

Best wishes to the following, reported on the sick list: Brother Milt Gamboni, Marin General, Lott Hackney at home, and Hal Martin, Pete Thompson and O.R. "Buck" Buchanan.

The following recently returned from OJT at Camp Roberts: Rocky Sumner, Don Dill, Roy Gable, Herb Erickson, Bob Young.

OAKLAND

Death came to one of Local 3's oldest members. He was Brother O. H. Haney, a member for 61 years. Brother Haney joined Local 159 back in 1903. The local was later amalgamated into Local 3. He died at the age of 87 at Providence Hospital in Oakland. He is survived by a nephew Eddie Bonham, of Emeryville.

VALLEJO

Three Brothers were reported in hospitals. They are: Tom Hughes, in San Francisco; Harold Miller in Fairfield and John King. Mrs. King reports everything is well and John is recuperating nicely.

Brother Ron Campbell's wife gave birth to a son, Ronald Thomas Lloyd Campbell. Congratulations!

FRESNO

Our Blood Bank supply for Operating Engineers is very low and we need it desperately. Won't you please help?

REDDING

We hope to see Brothers Cliff Ames and Max Buhrle, in Mercy Hospital, "up-and-at-em" soon.

Our sympathy to the family and friends of our late Brother Harry Lister. He was living in Santa Rosa with a sister at the time of his death.

SAN FRANCISCO

Vice President Dale Marr recently was named as a member of the Operating Engineers State Educational Advisory and Joint Apprenticeship Committee during the first quarterly meeting of the California Apprenticeship Council at Santa Barbara.

SAN JOSE

We sincerely appreciate the donation of blood from the following recently: Joan Boarts, Ben Crowe, Anthony Schuster and Alice Burnett.

Despite repeated appeals, we need a lot more persons to donate blood. Why not make an appointment now and give for a fellow Brother Engineer?

We regret to report the passing of Brothers Pete Bottolfson and Ed Derrick, and extend sympathies to the families and friends of each Brother.

On the sick and hospitalized list are the following: Brother "Red" Matzek, in San Jose Hospital; Brother Oswald Johnson who was hospitalized in Sierra Medical; Brother Dillion Langston; Brother John Carter at Vets' Hospital in Palo Alto; Fred Wright, Sr., recuperating at home and Brother Glen Wilson taking it easy after recent surgery.

Brothers E. B. "Doc" Muns, Edgar Ragsdale, T. N. Holland, Victor S. Miley, Cecil J. McKindley, Dewey E. Carlson and Glen D. Brucker have all either been hospitalized or under a doctor's care this past month.

Brother Jay Eddings and his wife, Irma, are the new proprietors of the Triangle Cafe in Stockton.

Our thanks to Brother Ira "Bud" Herring for his recent donation to the Operating Engineers Blood Club.

SACRAMENTO

Congratulations to Brother Bill Guzik for a son named Joey.

Sympathies to the family of E. B. Pratt, who passed away during February.

Fortune Cookie Outwits Computer

LOS ANGELES — It was reported here that even Chinese fortune cookies can outwit a computer.

An Alhambra man and wife were notified several months ago that their mortgage firm had installed a computer. It was determined that they were paying \$23 a month too much on their house.

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. 271553.

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 674-5457. Reg. No. 1058389.

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, Calif. Phone 487434.

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

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

CABIN CRUISER, 21 ft. Trojan, Hd., stove, icebox, sleeps 2. V-A 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, Calif., 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, h/wood 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.

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 3-8223, Reg. 683257.

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

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

CYLINDER LINERS, for D-6, 4 1/4 bore, set of six, nearly new with pistons and pins. Call or write, E. Sudmeier, Rt. 1, Box 288, Sunol, Calif. Phone 862-2113. Reg. No. 563162.

HIGH HOE, 1200 hrs., Ford Diesel engine on truck ready to go, \$8500. 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. 870836.

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-spd trans. George McCoid, 923 E. El Camino, Sp. 29, Sunnyvale, Calif. Phone 245-1061. Reg. No. 865708.

SAILBOAT, 14-ft., dacron sail, mahogany deck; Wardale speaker set, W-15 speaker 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.; Elmo 105 crawler, angle dozer, cab, DDCCU, excel. for ranch or conservation contractor, for sale or trade anything of value. Erie 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, \$800 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 Traveler, 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, \$38.50. Ben Thompson, 1425 Clinton Ave., San Rafael, Calif. Phone 453-5056. Reg. No. 830850.

55 PLYMOUTH sta. wagon, stick, good condition, \$195.. Duaine Worthington, 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 holsters, 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. brakes, 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 Squar. Four motorcycle, \$700. L. E. Salte, 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 854-3355. Reg. No. 859255.

CENTURY, 18-ft. inboard ski boat, 240 interceptor eng. and extras, \$9000 or best offer. See at Hoyt & Buettner Tractor, 22117 Meekland Ave., Hayward, Calif. Richard Maggach, 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 Lukspring 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, baths and dbl. garage. Gene Estep, 1009 Monterey, Chowchilla, Calif. Reg. No. 982939.

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

HELI-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.

RULES FOR SUBMITTING ADS

Any Operating Engineer may advertise in these columns without charge any PERSONAL PROPERTY he wishes to sell, swap or purchase. Ads will not be accepted for rentals, personal services or side-lines.

PRINT OR TYPE the wording you want in your advertising on a separate sheet of paper, limiting yourself to 30 words, or less, including your NAME, complete ADDRESS and REGISTER NUMBER.

Allow for a time lapse of several weeks between the posting of letters and receipt of your ad by our readers. Please notify Engineers Swap Shop as soon as the property you have advertised is sold.

Because the purpose should be served within the period, ads henceforth will be dropped from the newspaper after three months.

Address all ads to: Engineers Swap Shop, AL CLEM, Editor, 474 Valencia Street, San Francisco 3, California. Be sure to include your register number. No ad will be published without this information.

Obituaries

February, 1965

| Name | City | Init. Date | Date of Death |
|----------------------|-----------------------|------------|---------------|
| S. Peter Bottolfson, | San Jose, Calif. | 7- 1-57 | 2-11-65 |
| Virgil Burnett, | Carson City, Nevada | 9-17-52 | 1- 5-65 |
| Bliss Cushing, | Murray, Utah | 2- 5-55 | 2- 5-65 |
| Edward Derrick, | Sunnyvale, Calif. | 12- 4-54 | 2- 3-65 |
| Edward Ellis, | San Francisco, Calif. | 4- 7-63 | 2-18-65 |
| Ejnar Hansen, | San Francisco, Calif. | 6- 5-54 | 1-28-65 |
| Howard Jackson, | Alameda, Calif. | 3- 7-42 | 1-29-65 |
| Glen C. Jewell, | Los Gatos, Calif. | 8-31-62 | 2-20-65 |
| Abraham Kyle*, | Waianae, Hawaii | 7-12-59 | 12-29-64 |
| Frank A. Lawrence, | Millbrae, Calif. | 4-11-21 | 2-15-65 |
| Dallas Lawrence, | Marysville, Calif. | 9-20-41 | 1-25-65 |
| Duard McCoombs, | Oakland, Calif. | 12-16-39 | 1-31-65 |
| James Munson, | Ely, Nevada | 11- 5-55 | 2-11-65 |
| Chas. Nelson, | Beaver, Utah | 9-13-59 | 2-14-65 |
| J. R. Onyet, | Alameda, Calif. | 8-16-33 | 2- 9-65 |
| Basil Payne, | Cedar Ridge, Calif. | 5- 5-45 | 2-17-65 |
| William Pifer, | Sacramento, Calif. | 5-24-64 | 2- -65 |
| Elmer Pratt, | W. Sacramento, Calif. | 9- 6-47 | 2- 8-65 |
| M. F. Raduechel, | San Jose, Calif. | 12- 3-55 | 2-26-65 |
| Albert Ruddle, | Kailua, Hawaii | 8- 6-61 | 12-20-64 |
| Tetsuro Soma, | Honolulu, Hawaii | 2- 7-60 | 12-30-64 |
| Isaac Spears, | Alameda, Calif. | 12-27-40 | 2-12-65 |
| Ray Thompson, | Ukiah, Calif. | 9- 6-58 | 2- 3-65 |
| Joseph Toone, | Walnut Creek, Calif. | 10- 7-44 | 2-23-65 |

*Industrial Accidents (1)