First Aid Training Program is Offered to all Local 3 Members

Business Manager Al Clem announced this month an ambitious all-out assault aimed at cutting down increased accidents happening to Local 3 members on and off the job, and nearly 100 volunteers have joined him in a jointly sponsored Local 3-American National Red Cross "First Aid Safety Program" designed to "help Safety-Proof" the members and their families.

In an effort to give the Local 3 Operating Engineer and his wife the opportunity to join in learning to handle first aid problems as they arise, whether on-the-job, in the home, on the highway or at play," Clem said. He pointed out that the firework class session, two hours per night per week, will help assure that even in the remote pioneer areas, if enough members graduate from the first aid course, there will be someone within range to render aid.

The program is the largest of its kind in the nation's history where a labor union and the Red Cross have teamed up to help stamp out unnecessary deaths caused by ignorance of good first aid and safety methods.

The Red Cross headquarters in San Francisco is helping to coordinate the program, and it has jurisdiction over 12 western states.

The Local 3 program initially will cover the 46 counties of Northern California, in addition to Northern Nevada and Utah.

Plans are being formulated with national offices of the Red Cross to include Hawaii in this massive frontal attack on first aid.

Classes start this month in all areas. The Red Cross is making all physical arrangements concerning times and places and has hand-picked qualified Red Cross Instructors. No one, who has not qualified as an instructor, may teach such a course, according to Red Cross coordinators Stanley Wyatt and Joseph Redell.

They pointed out that even a doctor or nurse is not qualified to teach this course and graduate through the three stages of instruction.

The first aid program begins with the Standard First Aid safety course which includes a total of 18 hours of classroom instruction. The second stage is the Advanced Course with a minimum of 15 hours of instruction. After a person completes both the above courses, he may, with the instructor's course after 15 hours of instruction. The third stage will be the beginning Standard course.

Clem pointed out that the Local 3 Red Cross First Aid program is endorsed by the U. S. Labor Department's W. Willard Wirtz and by George Meany, president of the AFL-CIO. Both commend the Red Cross program as "an essential part of on-the-job safety pads by helping to create better equipped skilled craftsmen safely conscious and able to lend a hand when it is needed."

With an increased volume of construction throughout the jurisdiction and faster, more complex equipment and tasks at hand, Clem pointed out that accidents cannot go unchecked and must be met head on when they do happen.

"By becoming more aware of the safety hazards, both on and off the job including the home accidents, we feel we can help our members through such a program as we have here with the Red Cross," Clem said.

Executive Board Urges Passage of College Bonds

The Executive Board of Local 3 unanimously endorsed and urged Contra Costa County members to vote for passage of a $85,000 bond March 30 to expand and develop the Contra Costa College campuses, according to Business Manager Al Clem.

The district, presently serving 8000 fulltime day students, is gearing for an enrollment of 12,000 by 1965. Under present law, all high school graduates and persons over 28 years of age are entitled to tuition-free higher education through junior colleges in the state of California.

Higher admission standards by the University of California and State Colleges has increased the number of junior college students in the state.

The bonds would fund the following: complete Diablo Valley College campus, expand Contra Costa College campuses, develop the campus in the Pittsburg-Alton area and purchase and develop a South-Central College campus in DanvilleSan Ramon area.

The bonds are endorsed by civic, service, educational and labor groups, including the Contra Costa Building and Construction Trades Council, and would give the district four junior college campuses.

A great deal of interest recently has been generated by Local 3 members concerning eligibility for participation in the Pension plan under the master agreement.

Members are becoming increasingly aware of the sizeable pension benefits being paid, and will be paid, to eligible retirees, in addition to life insurance and medical care provided at no cost to the retiree and his spouse.

Prior to 1946, there was no plan of this kind available, but through the efforts of Business Manager Al Clem and the officials, the retired members began collecting a small pension. At first the payments amounted to $100, and in 1964 rose to $125. Today pension maximum payments amount to $275 for the 26-year veteran with full pension credits, and this amount, based on previous experience, is sure to be increased.

However, from time to time, questions of eligibility crop up, and as the same is repeated it becomes apparent that question deserves further explanation.

Recently, this question appeared most frequently:

"When a foreman is promoted to a supervisory capacity above the rank of foreman, may the employer continue to contribute to the Plan for the benefit of this individual?"

"Co-legal counsel for the Trust Fund advises that the Fund is not authorized to receive contributions on behalf of supervisory employees above the rank of foreman."

"Such employees are not covered by either the Operating En­ gineers' Master Agreement, or the Agreement concerning fore­ men, other than general foremen, and any contributions on their behalf are not required or auth­ orized by such agreements."

"Therefore, contributions to the Pension Fund should terminate when an Operating Engineering Foreman is promoted to a supervi­sory capacity above the rank of foreman."

It's possible that some members, performing duties covered by the Master Agreement are classified as superintendents, as­ sistant, or general foremen when they should more properly be classified as foremen, shift­ ers, heavy repairmen foremen or master mechanics covered by the Local 3 Contract concerning foremen other than general foremen.

It is advisable that, if a member falls in this category, he review this matter so as not to miss out on the benefits due him.

It is equally important that the members be made aware of proper contributions being made to the pension fund in his behalf.

The Operating Engineering Agreement defines a "covered employee" as follows:

"Any employee employed in the unit covered by the agreement, excluding supervintendents, assist­ ant superintendents, president, secretaries, bookkeepers, timekeepers, messenger boys, guards, confidential em­ ployees and office help."

Register To Vote!

Business Manager Al Clem urged all Local 3 members to be sure registered to vote in the primary elections in their states.

"If you're not registered, you can't vote, and that is simple enough," Clem said.

He said all members and their spouses who are eligible to vote owe it to their community, state, union and themselves to cast his vote to candidates who have shown an interest in the plight of the working man.

Anti-Labor candidates are busy stamping around gathering forces to win the nomination at the primary election. If they are suc­ ceessful they will serve anti-labor legislative interests without re­ gard to the working man.

In California, voters have until April 14 to register for the June primary. Clem has helped making it easier for members and eligible members of their families to register by appointing qualified deputy registrars in each district office.

"It is suggested that if you are not registered to vote that you visit the district office and reg­ ister! Voting is a privilege in a free society and carries with it a responsibility."

Wirtz Appoints New USES Chief

Frank H. Cassell, director of personnel administration and manager of industrial relations for the Illinois Employ­ ment Security Board, Chicago, has been appointed direc­ tor of the U.S. Employment Serv­ ices, Sec., of Labor. W. Willard Wirtz announced.

He succeeds Louis Levinson, who has been named an assistant manpower administrator, and has a record of industrial and public service at national and local levels.
During the month a series of meetings were conducted by the Administrator and Coordinators of the Apprenticeship Program which were exceedingly well attended. The average attendance was about 85% of the apprentices in each district.

At these meetings there was also a Safety Program conducted in conjunction with the talks that the Administrator and Coordinators made to the apprentices at College of Marin.

I was only able to attend a very small percentage of the meetings due to other pressing business for the Union, but I can only say that the ones I did attend were extremely interesting, and from my point of view, informative to the apprentices and others in attendance.

We have a fine group of young future engineers going through our Apprenticeship Program at the present time. I only hope that each Engineer will do his utmost to help these apprentices become first-class Engineers. I am sure that by taking time to discuss with them the mechanics of our union, they, too, will be first-class union men as well.

It goes without saying, during the past month the work picture has slowed down considerably due to the weather, and there are quite a number on the out-of-work list.

ORGANIZATION GAINS

We have been rather busy in the field of organization. An N.L.R.B. election was conducted with the employees of Heckett Engineering Company at Provo, Utah, where Local 3 was chosen as their collective bargaining agent. The contract has been negotiated and ratified and we welcome these Brothers into membership of Local 3.

We have filed with the Labor Relations Board for a Certification of Election with the Bergland Tractor Company in Napa, and an additional location being operated by the Atlas Mineral Company, located out of Coalinga.

Our organizational campaign in Guam is proceeding on schedule and we are in the process of negotiating two additional agreements at the present time.

HAWAII ELECTIONS WON

We were successful in winning elections at Oahu Paving Company, Inc., and Pacific Paving Company, Ltd., located in the State of Hawaii and Brother Harold Lewis is negotiating a contract to present to the employees of these two firms.

We are securing Authorization Cards from other firms in the state of Hawaii and we hope to file a petition for election in the not too distant future.

NEW FIRST AID PROGRAM

Many Brothers have been contacted relative to attending a First Aid Training Program in cooperation with the Area Director of the American Red Cross. The contract has been negotiated and ratified and we welcome these Brothers to the Operating Engineers Local No. 3 Joint First Aid Training Program.

The classes will be held one night a week for two hours. The first session will offer a standard course for five weeks. The advanced course will be given the following eight weeks, and for those interested in becoming Certified First Aid Instructors there will be a third session lasting eight weeks.

Participating in this program will be a major contribution to the Operating Engineers safety program. Upon completion of the course each man will receive a certification as a First Aid Attendant from the American Red Cross. Those members who complete the three courses of instruction will become class instructors for future Local 3 courses.

It is anticipated that the wives will attend these classes and actively participate. We are looking forward to a large attendance in all the classes in all the districts.

We have had many inquiries as to the pension status of those members who are working in the construction industry and have a little other than equipment operator or foreman.

We have asked the co-councils for the funds to give us a ruling on this subject matter, which you will find in this issue of the paper. If you have other inquiries, please contact the Fund office, 200 Golden Gate Avenue, San Francisco.

At the latest meeting of the General Executive Board, four Vice-President retired, namely: Brothers Charles Palska, Sr., Jack McDonald, William J. Sturh and Paul Larson.

Four new Vice-Presidents appointed are: Brothers Bill Gray, Local No. 42; Phoenix, Arizona; Russell Conlon, Local 920, Seattle, Washington; Dale Burnhett, Local No. 40, St. Paul, Minnesota; and Tom McGuire, Local No. 15, New York City, New York.

We congratulate them on their new appointments, and wish them every success in their additional duties. We feel confident they will all work to the best interest of the Operating Engineers. To these Vice-Presidents who have retired, we wish you a long and healthy life.

MEMO FROM THE MANAGER'S DESK

By AL CLEM

HARBOUR IMPROVEMENT—new harbor facilities at the foot of Marina St. in San Francisco are being installed by Manson General Co. This floating barge has been on the job around the clock for several months. In foreground is seen the several hundreds of concrete piles while pile driving is at left background.

IDLE EQUIPMENT—is a familiar scene during inclement winter weather. Here’s a slip-form paver capable of 20 and 30-foot pours. It is being used on the Kiewit Junipero Serra Freeway in San Francisco. At left is a compressor.

TIME OUT—this crew at Wells Fargo bank building handles two drum hoist at the 44th-floor structure being built. Here is an example of how brake drum is kept clean by use of manila line tied to rig.
The Filibuster Sham

“Strength in Unity” was best exemplified by the recent “vocal minority” wielding a bigger stick than the majority of Senators favoring repeal of the Tull-Hartley Section 14(b). The Senate was helpless to perform its legal function—to legislate on the repeal bill which had the Senate Committee on Labor and Public Welfare, by a 12 to 3 vote and a clear majority of Senators indicated support of the bill.

When the bill was scheduled to be debated, a right every Senator should have on any issue, majority rule broke down and the anti-labor forces of Sen. Everett Dirksen killed it to death.

It seems that there’s a breakdown somewhere, and that the rules should be overhauled to allow the Senate to practice the kind of democracy it has prescribed for labor unions. With over 17 million union members in the country and nearly 50 million members of labor union families “this can’t happen”—but it did.

The Senate rules, however, are rigged to allow a Senator to lead on as long as he likes on any subject. It takes a two-thirds vote to quash a debate of this sort, or put its another way, 24 senators on your stall Senate business to stop.

Updating Senate rules has been long-needed. Now’s the time to start!

REVIEW CANDIDATES

And, on a subject closely akin to the subject, this is an “off- your” for voting, and in all non-presidential elections since 1900, in only one year, the majority party lost Congressional support.

Let’s go to an individual effort to review the credentials of the Congressional representatives and vote for the candidate showing the right attitude toward labor.

SAFETY EMHACIZED

Business Manager Al Clem, it appears, wasn’t holding when he announced, a Safety Program for Local 3 during 1966 following a shameful safety record in 1965.

Safety meetings are being held throughout the jurisdiction, and there are some “bull” meetings on the jobs.

His most ambitious program is designed to “Safety-Pad” Local 3. Nearly 1600 members in California, Nevada, and Utah districts of Local 3 have volunteered to participate in intensive First Aid training under the guidance of trained American Red Cross personnel.

We suggest that you and your spouse contact your district office and find out how you may participate.

APPRENTICE MEETINGS

And, along with safety, Apprenticeship program is “high-hatting.” Administrator Danny Deno held 18 meetings in one month and received 99 percent attendance to explain to Indentured Apprentices the purpose of their training and the advantages of completing it.

Also, during the month, Vice President Dale Marr, in addition to safety meetings, spoke before a national convention of the Federal Bureau of Reclamation in Denver, Col., and to groups of Apprentices at Stanford University—the subject: Safety on the Job.

GI Insurance Refund Clarified

World War II veterans apparently read the “Engineers News,” because they have been besieged by letters and telephone calls concerning a story in last month’s paper referring to a “GI insurance refund.”

The first we have included that the Bill Congress passed in 1949, and the refund was made available under G.I. Army Group life insurance to those who elected to retain their government insurance.

Those who dropped the insurance were required to write a request for refund, based on the 150 per cent of monthly rate, plus sixty-five cents per month of service. If ever you received no refund, then write a letter to the Veterans Administration, Ft. Knox, Ind., 308, Pa., Minn., including the following information:

- Insurance policy number.
- Full name, address and zip number.
- Service number, date of entry and separation.
- All addresses you used in 1950.

The following certification must be signed by the veteran (x) “I certify that I have not previously received the GI Refund Certificate.

Oh yes; one more note—don’t expect an early reply: “Your letter will be held, along with others, until such time as our people are able to expect a special search—hopefully, within the next 12 months,” according to D.C. Gish, insurance officer for the Veterans Administration at Ft. Belvadine.

Tax Laws Unfair? Take All Deductions

By SICNEY MARGOULIS

Our tax laws notoriously favor higher-income taxpayers. As a result, the complexity of the laws benefits wealthy taxpayers who can employ tax lawyers and accountants. For another, there is a whole art of loopholes visible by well-to-do people. These include the oil and mineral depletion allowance, which enables many companies and investors to have large amounts of income tax free; the tax-free income on state and local bonds which can be bought only by large investors because they are sold in $1000 units, and the lower tax rates permitted for capital gains on investments, compared to the rates on income earned by working for it.

But unless a working family knows its own tax deductions thoroughly, it is lost to the inept. You simply should not more the tax burden then you need to.

From time to time, people do not take the trouble to learn the rules applying to them. This writer has observed such instances as a young couple forfeiting an exemption for a dependent parent because he had exactly one dollar a month income, and a family losing an exemption for a son in college because it failed to keep track of their actual expenditures for him. Two particularly hard-working and careful-managing families were losing deductions, one for failing to claim a deduction on a house it rented out; the other, because it overlooked some of its deductible contributions and job expenses.

DEDUCTION CHOICE VITAL

Moderate-income taxpayers often take the easy way and fill out a short-form return when they might pay less by itemizing deductions on the long form. The right way is to first “try out” itemizing against taking a standard deduction.

It is important to understand that if you don’t have enough deductions to make formulating worth while, you now have a choice of two standard deductions. You can take 10 percent of your adjusted gross income, or the "minimum standard deduction" which went into effect last year.

The minimum standard deduction allows you $200, plus $100 for each exemption. For example, a couple with two children could claim a minimum standard deduction of $800 ($200 plus $100 for each of their four exemptions). If their itemized deductions would not come to $800, and their adjusted gross income is under $9000, this is the type of deduction this couple should use instead of either itemizing or taking the 10 percent cut off.

The minimum standard deduction is especially helpful to working children. So be sure your child files a tax return to claim a refund on taxes deducted from his pay if any part-time work he did. A part-time worker is not liable for any tax until he earns over $800 for the year; since he gets a $800 exemption for himself, plus the minimum standard deduction of $200 plus $100.

Even though your dependent child claims him as an exemption on his return, you can claim him on yours, if he is under 18 or a full-time student, provided you do pay more than half his support.

OVERLOOKED EXCLUSIONS, DEDUCTIONS

Here is a checklist of important exclusions and deductions wage-earners sometimes overlook:

- Sick pay, within certain limits, can be excluded from your pay on page 1 of Form 1040, whether or not you itemize deductions.
- Medical expense deductions you can take, in addition to the obvious doctor, dental and hospital fees, include face to get treatment, or car expenses at 3 cents a mile; eyeglasses; ordinary household medicines as well as prescriptions; vitamins if advised by a doctor; health insurance premiums included those deducted from your paycheck; equipment bought for an ill person; moving expenses.
- Contributions can include donations of goods and foods to charitable and church organizations as well as cash, and the use of car at 5 cents a mile when performing services for such organizations.
- Job expenses including union dues; distinctive work clothing and safety apparel including costs of repairing and laundering; tools, technical books, and under some circumstances, travel expenses.
- Employee education costs are deductible if required as a condition of keeping your job, wage or status, or to improve the skills needed in your present job.
- Child care expenses of working mothers and widows, and other fathers in some circumstances, are deductible under specific conditions and limits, even if you pay a relative for the child care.
- Casualty losses over $100 if non-reimbursed are deductible for losses due to accidents, storms, other "sudden" events; also thefts.
- Sales taxes are deductible, and easier to estimate because the tax instructions with your forms for the first time show amounts that may be deductible in various states in relation to income. But remember to increase the suggested deduction if you have a local tax as state sales tax, or if you paid an unusually large amount last year, as in buying a car.


**Fantasyland Project**

**Disney to Spend Millions on Kings Canyon**

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

FRESNO—The arrival of blue skies and sunshine has stirred the entire area into activity! November winds, the past couple of months fog and rain put a damper on a considerable amount of projects. As the warm weather continues, a marked increase in the general building industry. Construction work in the eastern Kern County area, which was nearly dead, however, work continued spasmodically.

At present, with the earth drying and fog gone, the construction industry has sprang to life. Housing and general building construction that has been dormant is now alive in all parts of the city.

Projects underway and work on a limited basis, have increased activities and crews of men.

The area continues to grow and expand in all fields, including an overall population growth of about three percent during 1965.

**DISNEY PROJECT**

We have some information on the Walt Disney project in Kings Canyon.

We are informed that about $24 million will be spent on the initial construction and development of the resort facilities. Construction is expected to start after the snow melts in late April or May and bring some activity on the project site.

During the past couple of months, a number of men employed during the construction of the resort and the job along the road from 18 months to two years.

Many more people will be employed.

**Thoughts on 'Becoming a Pro'**

By FRESNO OFFICE

While visiting with the good Brother Journeymen Training and Apprenticeship officials this other day, an open-end question came up... "Do you think it takes to become a 'real pro' as an Operating Engineer?"

The answer may read something like this:

**SKILL—to operate a machine efficiently with an understanding of your equipment aid is limited.**

INTELLIGENCE—to choose the proper job methods and solve work problems as they arise.

GOOD HEALTH—to work out-of-doors the year-round, and to take the beating some jobs demand.

COOLNESS—to withstand the natural tendencies of trade, problems and human conflicts encountered without getting upset.**

CAUTION—to avoid undue risk in work conditions, and to give yourselves with "Safety First" as a guiding principle.

**We Don't Talk About That, Do We?**

What does an Engineer do While Waiting to Work?

By FRESNO OFFICE

FRESNO—Blue skies and welcome sunshine in this district, the eastern Kermian mountains and desert areas has stirred the imagination of Brother Engineers and Brothers, who in turn have shared their experiences with us today.

On Brother Good has found the basis fishing excellent in the Merced to the North River. Another Brother, with the aid of a couple hundred ducks, set out to fish the San Joaquin River. His wade-up with two big basses that "surely makes a good friend of Japser and Jerod Henderson and some Marietta dwellers, Bakersfield. Some Brothers have also found an excellent quality of Crystal at Exchequer.

If you're lucky, you might by your hand at panning on Bear Creek. Brother Jack Black takes a look to Johnson. He's a bear...just to keep it in shape.

As an interest to "rock hounds" this is one of the good spots for collecting. Good friend of Jasper and Jerod Henderson and some Marietta dwellers, Bakersfield. Some Brothers have also found an excellent quality of Crystal at Exchequer.

Often, the Engines Credit Union has had to refuse financing automobiles because the amount the dealer was requesting for the car is more than the fair value. This is also one of the reasons why you should check with your credit union first.

Another important item is to keep in mind when financing automobiles is the possible price you may have to pay for extra insurance, which is not required by the state. This is particularly attractive to persons who want to save money or need more insurance, this is at no extra cost to you. Visit your dispatch officer soon, and discuss the purchase of Credit Union shares with the Loan Officer.

**Times Denounces Dirksen Tactics**

NEW YORK—The New York Times labeled the filibuster against repeal of Section 14(b) "dishonorable."

The newspaper's editorial condemned the tactics of Sen. Charles E. (Fence) Dirksen, responsible for defeat of the bill, as "shameful."

"There was a certain atmosphere during the debate which prevents a measure from even reaching the floor for discussion is particularly egregious; it goes counter to the idea of real discussion, it is in fact an unrolling the animating principle of all legislative bodies."

Before you sign, see Credit Union.

Car buyers: Are you getting the "best deal" on the purchase of your new or late model used car? Before you sign anything, check with your Credit Union loan officer who will get the straight information for you.

The Operating Engineers Credit Union has had to refuse financing automobiles because the amount the dealer was requesting for the car is more than the fair value. This is also one of the reasons why you should check with your credit union first.
As of March 1st, applications are once more available in those who seek apprenticeship into the above program of the Engineers. The applications may be secured at the Union office and will be accepted in which the prospective applicant maintains his residence.

In addition, there will be an apprenticeship Coordinator at the office, and it is advisable that the office remains open in the respective area. Those seeking information relative to the program and its requirements are urged to consult with this office's Coordinator of apprenticeship.

From time to time, the Apprenticeship Standards are revised and information which one may have acquired about the program a few months ago may apply at this time. Therefore, anyone interested is urged to obtain inquirers of any changes which may have been instituted in the program.

SACRAMENTO AREA

We are satisfied! If we could have had many applications for March, we would see most of our apprentices who were working back then. Apparently, the program is really an absolute standout. If the weatherman doesn't give us a break, we can expect things to get busier in the Sacramento area within a few weeks.

There is one bright spot — the employers are beginning to ask about the availability of apprentices for the coming work season. Most showing more appreciation for the program. Their individual experience with the apprenticeship program has been generally satisfactory. Some are asking about the possibilities of getting back some of the boys that they've previously. Others want to start with new ones. All in all, we feel we can have a very strong application in Sacramento by this time.

We wish to thank Mark Albritt for donating blood.

WEAR YOUR UNION BUTTON

REDDING

Brother John Ault, who underwent hospital care last year, underwent two removals for removal of a kidney in Phoenix, Ariz., during January. He is recovering and we would appreciate a letter from his old friends of Local 3.

SALT LAKE

Brother Phillip F. Siler is hospitalized in an Ogden hospital. We wish him a speedy recovery; also, Brother Bernard Reed, who is recovering from an eye operation.

Sincere sympathy to the family of Brother Ruel Jenson, who passed away in Provo, and to the family of Brother Harold Forsman, who died suddenly and left a wife and three small children.

Red. Madsen suffered a broken leg and will be laid up for two months.

We mention that during the recent open house reception and dedication of our new Salt Lake office that refreshments were provided through the courtesy of Hal Molitor, of Continental Casualty Co. We apologize for not including this in our story in the February issue of "Engineers News."

SANTA ROSA

Congratulations are in the offing for Brothers Joe Peulini and David Mitchell on recently becoming proud parents.

We are holding a check from Windsor Sand and Gravel for Bill Gregory.

UTAH NEWS

Not too many contractors are getting excited about starting road work this early after two long winters. However, in the extreme part of the state there has been some dirt removed between storms.

L. A. Young Construction Co. has survived Winter with its crew at Escalante, but oil has not gone smooth. Brother Barney Jeffery had a narrow escape on this job when his 40-ton dozer rolled over. Brother Tim McPherson is home from the hospital after suffering a severe ligament in his lower leg while attempting to get clear of the dozer. Brother Jeffery will miss three months' work, but is coming along fine at this time. The same company started clearing land for the newly acquired job at Big Rock Candy Mountain near Marysville.

Strong Corp. put the finishing touches to its project at Klamath Dam. It is now moving from the gravel scraping to Green River.

H. J. Highway Construction Co. is working on the St. George Sewage Treatment Plant, and Skyline Construction Co., Inc. is preparing to begin work.

MARYSVILLE

The following Brothers who work in the Marysville District are sick or in the hospital: Cliff Rice entered the Gridley-Biggs hospital and we would like to wish him the very best of luck. Ernie McEnery is home from the hospital recuperating and doing fine after his recent operation. We hope he is back on the job in the near future.

George Ball is still in the Ridgecrest Hospital and is finally on the right track to recovery after many setbacks resulting from a serious accident. Brother Bill Dalton, now working out of the San Francisco office, will be available to help push the Blood Bank for the Brothers in the near future.

In memory of this Brother who passed away in February, and to the family of Brother Carl Thompson, who died from an eye operation we extend our deepest sympathy to the family and wish a speedy recovery to Curly Pugh who recently entered the hospital.

Sincere sympathy to Brother Ted Madsen suffered a broken leg and will be laid up for two months. Refreshments were provided through the courtesy of Hal Molitor, of Continental Casualty Co.

In the extreme part of the state there has been some dirt removed between storms.

46 A dozer rolled over, barely missing him. He did, however, sever a ligament in his lower leg while attempting to get down the "drainage "scrapers to Green River.

A good work potential we should be able to place 75, or more, men this month. In talk with the Engineers they feel that the more of our members becomeafeared of any young men in the industry. With the help of the Engineers and their good efforts onward this worthwhile cause, we will accomplish our goal.

If you are in the office we express our thanks to all the members of the Marysville Sub-Committee for their help and cooperation and all the free time generously extended in the past. Also, to the Journeyman Educational Committee for their time, energy, and advice on those matters, such as these, that it will make the journeyman Engineers a better and more productive unit in the program a very worthwhile enterprise.

VALLEY NEWS

Down here in Stockton we have had a couple of weeks of meandering around some of the apprentices who were going back to the jobs. Then the rain started again and we went back to the same old job. This started but is usual for this time of year — just let the weather get into the swing and you will really run short of apprentices.

Mild Winter' For Eureka

By RAY COOPER and BUD MALLETT

EUREKA—An unusually mild Winter for this area has had the affect of "smoothing out the edge" and waiting to go back to work. We are happy to report that everyone expects this time of year, this work in the district is "day," and we are looking forward to a very busy time this Spring.

There are only a small number of jobs going to keep a few Brothers employed here; however, the new Divisions of Highways will open bids March 9 for construction of state sign route 299 at Berry Summit summit for 9.2 miles of two lane road for restoration.

The U.S. Army Corps of Engineers, also, will open bids for the construction of Redwood Creek levee at Orick. Bid opening will be held March 18.

Crescent City things are pretty quiet at present, a few small jobs going here and there. Pelican Bay Construction Co. will have low bidder at $12,891 for road surfacing at Jedediah Smith State Park. Baum Construction Company was low bidder for the grading and paving of U.S. 101 south of Crescent City at $410, 601.

There will be a considerable amount of work over in Hoopa and Weott. The time that the road there is "frozen out", the winter work for the year, E. R. Cummins, of Yeeks, was low bidder on the Justice Valley Road and grading at Hoopa for $277,711.

Pine and Coulson are still working on their paving contracts. Murphy Pacific has fin-

lished the temporary bridge at Orleans and has resumed work on the suspension bridge.

South of Eureka, Green Corp., are doing the paving for a couple of roads and will work a number of brothers on these same and other jobs. It has been a real good job for the men this Winter.

Henson Construction Co. is busy with a small crew on the bridge at South Fork. On the main road through Shelter Cove, Crescent Zirgant has a crew of this Brothers working. Brother Ralph Gooch is in formace and doing a fine job.

BLEED FOR BROTHER

Well, Brothers, there isn't much work to report on, so we would like to take this opportunity to remind all of you who have any blood to donate to let us know. We are always taking blood and request any of you Brothers who would like to donate your blood we will appreciate it. The address is 2244 Harrison Ave, in Eureka, be sure to call for an appointment.

For you Brothers who haven't joined the Credit Union, you don't know what you are missing, so get with it and sign up!


ALOHA FROM THE ISLANDS

Construction Paradise in Hawaii

By HARLEY LEWIS, KERT M. NAKANO, DAVE WARD, and KEN KAROMOTO

HONOLULU—This year has been an unusually mild Winter and with "unusually mild" weather creating an all-time low out-of-state unemployment. Skilled operators are always in demand at this time of the year. Hawaii's skills are full and we feel that we have to go to other states for work. The "construction boom" there is an abnormal shortage of operators.

With "unusually mild" weather, Honolulu ranks fifth in the nation in total land values in numbers of building permits issued. As the area grows 11 miles of paved streets have been constructed in terms of streets and highways to handle increased population and access to area schools.

The new H-1 highway approximately 5 miles of the 11 miles is a project under construction by the Ben Raybold, Ltd., High-

way Construction Co., Ltd., A. C. Chubbs, Ltd., and L. H. Cameron Co., Ltd. This new approach will give an added dimension to the Farrington highway complex.

The Lumaihala Freeway extends beyond Kaikimui to the Alaia overpass on the main highway. Between Alaia and the Waian Fujimaki Plant, there are road construction underway by Termin- torial Contractors.

Lumaihala Construction Co., Ltd., will soon complete its new highway between the Lumaihala and the Hikakimasu Valley. Several contractors are working on the construction of the land for subdivisions including J. A. Thompson and Son, Inc., and Environmental Engineering Co., Ltd.

GREYHOUND RISES OUT OF THE STORMS

Fastest way to bring in new members is to have a new Grievance Committee for 1968 was elected. New mem-

bers are: Brothers Bill Ko, Louis Kurosawa, Homan Ishizaki and Chairman Wallace Lean, Secretary Tom Battaglini attended the meeting.

The Grievance committee meets every Monday at the Hans- tohn Building in the Union office.

EMPHASIZE SAFETY

For everyone's protection, we urge every member to keep your safety record. This means the job, on the highways and at home.

We are noticing some changes during the last few months, both brothers were killed on the job. We regret to report this, but it is something that can happen any time.

We express our sincere sym- pathies to the families and friends of the late Brothers Dale Knapp, and Harold Ashinome, who died on Eadai Street in Stockton, California, formerly employed by Island Construction Co., Ltd.

We are now offering a course in road construction to all our apprentices. The course will be given by Brothers Bill Ko, Louis Kurosawa, Homan Ishizaki and Chairman Wallace Lean. Secretary Tom Battaglini attended the meeting.

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**By ERNIE NELSON, AL BALT ON, CLE M HOVER, and MAURICE ALLGOOD, JERRY MARTIN**

**SACRAMENTO** — There is still some work going on around Sacramento proper, and a few jobs are being let or going to be let in the next few weeks on small and large buildings. The outlook appears, however, that we may not see anything of magnitude in the Sacramento area we have enjoyed the past two years.

**Miners wanted**

and will continue to be until there is considerable road work let on Highway 50.

On Interstate 5 awarded a $2 million contract to C. K. Messeman, of Fair Oaks, to erect an eight-lane bridge across the American River at the Jibboom St. Bridge. The contract includes an interchange at the Garrett Highway near Fair Oaks.

Funds were budgeted for another $3.5 million to provide a connection to the north section ending one-half mile north of the new highway at Woodcreek and the Cente­ro Blvd. Bids will be called in May.

Another $1.5 million has been budgeted to extend Interstate 5 from Rich­ards Blvd. to l-5. Work on this section is scheduled to start in the near future. This $1.5 million will be spent on both the highway and the interchange.

Work on Interstate 80 is progressing nicely due to recent good weather, Peter Kiewit and Shibe companies are working, between rains, on their respective projects on WX Sts. and 26th St. in Downtown Sacramento.

*Keynote* is not delayed because of weather; the steel keeps going up, rain or shine.

Work on the C. K. Messeman job, in West Sacramento, is still being delayed because of the high water. Bids for the job, submitted by F. & W. Co. have done some of the drilling required to be done. Local weathermen allow the traffic to be rerouted to complete other components. Completion of the bridge is planned for September.

On June 12 a new bridge was awarded a $2 million contract at McClellan Field to construct a concrete approach road. The Norwegian Contractors will remove the old concrete and T. & T. Tracking will remove approximately 20 thousand yards of dirt.

**Capitol City Area**

**Beltline Freeway Next Sacramento Project**

By R. W. Mulloy, R. Evans, George, W. Alamo, Calif.

Struct an office building. Pacific Excavators will remove the old of the paving on this project to allow steel keeps going up, rain or shine.

The traffic to be rerouted in this area will be a combination of the languages in the use of cadmium-containing materials.

The hazards may be controlled completely with proper ventilation, respiratory protection, adequate and readily visible warning labels and an awareness of the hazards involved by working with it. But so long as any of those essential factors are lacking, accidents will continue to occur.

Any industrial worker suffering from the synergistic symptoms, which may include muscular weakness, shortness of breath, should inform his doctor immediately that there may be excessive cadmium exposure.

**Welders Beware**

*Cadmium Poisoning May Be Fatal*

During the last few months, two welders have died as the result of acute cadmium fume inhalation and poisoning, according to the Bureau of Occupational Health of the State of California Department of Public Health.

Deaths for sub acute cadmium poisoning are rare, but despite this its danger cannot be minimized because cadmium—containing materials are being used by more industrial workers. As a result, welders particularly, are liable to confuse cadmium poisoning with "welder's fever" "metal fume fever," "cone fume fever," or "galvanized metal fever." These are all severe illnesses which occur commonly among welders, according to the Bureau.

Cadmium-containing brazing alloys and cadmium containing steels and other metals may not contain any warning hazard labels and welders may be unaware of the dangers facing them.

A California worker lost his life due to cadmium poisoning. After six hours of breathing with silver-cadmium alloy, he felt ill. Nevertheless, he finished his shift. The next day he felt worse and was taken to hospital. He developed acute respiratory symptoms, including coughing, chest pain, and difficulty breathing.

The circumstances of the "welders effect" which welders are working on rock the dam, and once shock of mechanics in the shop. Work will probably continue on the Interbay Dam and should be under way in about a week.

The cement crews are working fairly steadily on the cement for the tunnels and should continue until mid-month.

In the Sacramento area, most of the companies are working when the weather will let them. Robert Fazek is starting a small spread on his overcrossing job and Lentz has been laying some pipes at the Country Club.

We will extend our sym-pathy to Brother Ray Brittain and family of Placerville whose wife passed away a few weeks ago.

Also, we extend our deepest sympathy to the loved ones of Arthur J. Gavrilko, of Auburn, California.

**INDUSTRIAL UNITS**

**Init. Date**

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<td>Evans</td>
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Growing Santa Clara ‘Skating’ on Concrete Ribbons

By BOB SKIDGEL,

Seabees offer Higher Rates To Construction Enlistments

The U.S. Navy recruiting office announced this month a new program allowing qualified young men skilled in construction trades to enlist in the Navy Seabees, and get advanced pay grades.

This means higher pay, more privileges and other benefits. A Journeymen Operator with three years experience, or otherwise qualified, could enlist directly as a second class petty officer, pay grade E-4.

An apprentice operator or construction worker, depending on his experience, would enlist as pay grade E-3 (third class petty officer) or better.

Seabees are the Navy’s overseas construction teams. The need for more seabees has grown rapidly as the construction work in Vietnam has expanded.

The “direct-enlistment” program is similar to that used in World War II and allows a man skilled in building trades, heavy equipment, mechanics, engineering and other duties to continue working at his trade and fulfill a military obligation at the same time.

It also recognizes a man’s existing skill by enabling him to enter as a second-class petty officer, pay grade E-4.

The age limit for this program extends to 40 years. Further details must be secured from the nearest Navy recruiting station.

GOING UP — Court Nelson, right in center photo, will operate German-made Liebherr Tower crane, shown being assembled at San Jose State College, 130 feet above terra firma. (see story) Ken Maurer is sewer and Bob Locklin is superintendent.

San Jose Outlook

San Jose — Spring, in Santa Clara County and surrounding areas, is ready to break out, and with it, perhaps, the best construction year in recent years is in prospect.

In March, 1961, voters in the Santa Clara County went to the polls to approve the “Phase One Expressway Bond Issue,” and now, the network of four lane arteries is rapidly becoming a reality. It is now an established fact that Santa Clara County is “skating to progress” on ribbons of concrete.

Lawrence Expressway, an 81.3 mile route from Mt. View-Arivo Road in Sunnyvale to Quito & Saratoga roads in the West Valley area, was the first major expressway finished under this bond issue at a cost of $111.1 million.

Now under construction, the San Thomas Expressway, running from Bayshore Freeway to Los Gatos Freeway, is another improvement made possible through bond issue funds.

The Wilson, between Williams Road and Pacheco Pass, is complete, and the route section connecting south of Williams Road to the Los Gatos Freeway, is being completed. This project includes a major overpass at Winchester Blvd. and the Venus trail line in Campbell — a total of 7.4 miles, when completed, at a cost of $111 million.

Almaden Expressway, scheduled to be completed this year and on which work is progressing nicely between Coleman & Birkdale Ave., to McKeef Reed, will cost another $1.5 million in bond funds.

Palo Alto Expressway, a nine mile, $10 million job will extend from Page Mill Rd., to Junipero Serra Freeway. Part of this, the section between Page Mill & Aaratrude Rd., in Palo Alto, is in use.

Construction of the third line of the Foothill Expressway, between Riverside Drive and Junipero Serra Freeway in the Los Altos area, a 2.5 mile stretch, will soon be on the road. J. C. Bateman has the contract for this section.

THEO IN BUDGET

The Division of Highways budget for 1966-67 includes the following Allocations:

$1,762,000 to further extend Junipero Serra to Mt. View Starved Creek.

$550,000 for landscaping of Santa Cruz Creek Freeway between Homestead Rd. and the Bayshore, and Route 237 Freeway between El Camino Real and the San Fransisco line.

$128,000 to add to a southbound lane in the medium of Highway 17, between Hamilton Ave. and Junipero Serra, 1.8 miles.

$240,000 to widen Homestead Rd. to four lanes, between Lawrence Expressway and Kenneth Drive.

This is work which will come up shortly and is merely needed due to the rapid growth of Santa Clara County.

The Carl N. Swenson Co., of San Juan, started work on a new project, on 8,400,000 systems engineering facility at Aaes Aeronautical Laboratory, Moffett Field.

Bragato Paving started a new job, at Lockheed; a massive parking lot, and is also busy on the grading for the building pad for Hass & Haynie at Moffett Field.

Winston & Green rumored work on the construction of Junipero Serra Freeway; Freeman Paving has gone back to work on its section of the same freeway.

L. C. Smith is back to work clearing for a section of the Alma Expressway in Mt. View.

COASTAL AREA

Work in the Santa Cruz-Watsonville area is “on” again. Most of the jobs are now showing two or three pieces of equipment in action, and full production is not far, weather permitting. Here again all indications point to an unusually busy season.

Koester & Son have a crew busy paving on Water & Ocean Streets in Santa Cruz.

Jacobson Construction’s new Courthouse job was able to keep going most of the Winter. The building is now above street level.

Cost Held No Excuse To Cut Women’s Pay

Employers may not pay women less than men simply because they claim the cost of employing women is greater, the Labor Department ruled.

Wage-Hour Administrator Clar- ence V. Sorensen said such a policy would be “plainly contrary” to the Equal Pay Act and would “perpetuate and promote discrimination against women.”

and is more than 50 percent completed, as far as the concrete structure is concerned.

Granite Construction has building, and is in and around the Watsonville area. Quite a bit of time was lost due to the bad weather, but with the current work picture, there is a good chance that some of the better equipment will be used in time to meet the winter deadline.

Central Supply, at Arromaz, started making down the old plant to make way for the new one. With the new location and on new method on the stock pile they expect a larger output from the plant.

Things look good for the Brothers in Monterey, Salinas, King City, Hollister & Gilroy area.

The ELDMO Co., of San Francisco, was awarded a contract to install the turbines at the PG&E Moss Landing Plant. The plant is a hub of activity at present, with ELDMO starting; Robertgh Baffin & Weirick and Ben C. Gorwicz also have contracts to work at the plant, and the M. W. Kellogg Co. is going right ahead with the big stacks. One stack is 300 feet high and completed, and the crew is working on the second one. Fair MG Co. is working on the miscellaneous steel; Bohldein Steel is at a high, and will be back on the job later.

Work is starting on the South Side Recreation area near Lock- wood, on the San Antonio Camp Site, the Ted Watkins Co., of San Luis Obispo, has the work. Construction has started on the Superior-Tank Construction Co. contract for extension of water mains in Greenfield.

Great Western Pipe Line Co. was awarded a contract, for sanitary sewer and storm drains in Salinas; the other for the Industrial waste sewer line in the Buena Vista Redevopment in Salinas.

Local 3 Crane Operator Goes ‘Sky High’ in German Model

By BOB SKIDGEL

Westphalen — Jacobo de Palo Alto, is the General Contractor on the new Science Building Two, Phase One, at the San Jose State College. This project, was awarded in June, 1965, and is approximately 25 per cent complete. Scheduled turnover date will be May, 1967, and will have a capacity of 460 students.

The main wing is six floors high and the service tower is eight floors. Five hundred and sixty-six plans, averaging 92 feet in depth are supporting the building, of the 13,000 sq. ft. of concrete in this project, 3,800 yards of concrete will be used in the basement. The other 9,200 will be lightweight.

Brother Bob Locklin is Project Superintendent, and is only assisted by Broderson Court Nel- son, crane operator, and Ken Magruder, also Brother.

At present Brother Nelson is on the ground, operating a 25-ton Michigan truck crane, with 100 feet of boom, but as soon as the

basement is backfilled, he will go 80 feet in the air to the cab of a German-made Universal Liebherr Tower Crane with 100’ of boom and travel back and forth on 419’ of 16-gauge railway.

After use at the Clinical Science Building at Stanford Hospital, the crane was completely re-built and is in top shape for the months of work ahead.

Brother Nelson, as the building rises, will be the bird’s eye view of the valley when the op- erator’s cab is raised from the 80-foot position to approximately 130 feet in the air. Good Luck to you, Court, and when you are away up there on Cloud 7, give a thought to me poor paws below! (Maybe Court will give the peps- er in the piper competition, as he will be up there, even in foul weather!)

The excavation and backfill on this job is contracted to Brother Lerk Schrader & Co. Sibbels Mechanic of Menlo Park and California Electric of Mt. View are also part of this operation.
Oakland Rapid Transit Project 'Derailed'

Ted Heaney, Oakland—The official word concerning the second proposal for Bay Area Rapid Transit is that the Board rejected the bid for lack of experience. Only two bids were received, and the Board has sent the project back to the drawing board and for further analysis. It is possible that a watered-down redesign project will be proposed with smaller items in the design.

The Bart Transbay Tube has been delayed for some time due to the San Francisco-Orinda project. It should get under way when the Bart Transbay Tube has been completed. The project involves the construction of a 32-mile tube that will connect San Francisco with Oakland. The project is expected to be completed by 1972.

The Board of Directors of the Bay Area Rapid Transit District has decided to delay the project until the Bay Area Rapid Transit District can secure sufficient funds to complete the project. This decision was made after careful consideration of the financial implications of the project.

The Board of Directors has also decided to explore the possibility of a joint venture with the private sector to finance the project. This would involve the private sector providing a portion of the funding, with the remainder to be provided by the Bay Area Rapid Transit District.

The Board of Directors is also considering the possibility of a public-private partnership to finance the project. This would involve the private sector providing a portion of the funding, with the remainder to be provided by the public sector.

The Board of Directors is also considering the possibility of a public-private partnership to finance the project. This would involve the private sector providing a portion of the funding, with the remainder to be provided by the public sector.

In conclusion, the Board of Directors of the Bay Area Rapid Transit District has decided to delay the project until the Bay Area Rapid Transit District can secure sufficient funds to complete the project. The Board of Directors is also considering the possibility of a joint venture with the private sector to finance the project. The Board of Directors is also considering the possibility of a public-private partnership to finance the project.

Register to Vote

Register to vote now in California. Deadline is April 15. Registrars will help you in every local election process, and anyone eligible to vote in your household will register for the Primary election. Hawaii Brothers have more to tell about the vote. Register today.

Canal by gravity flow.

The dam will be earth fill, about 250 feet high, 650 feet long with almost one million yards of dirt.

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Several Jobs Await Vallejo

By AARON SMITH

VALLEJO — Syr & Harms started to work on subdivisions at Admiral Callaghan and College Estates. Full crews are on both housing projects. Word from Syrs office reports they will start the Napa freeway proj ect shortly.

Gordon Ball has kept a few Brothers busy during the Winter on the Highway 4 job. With bet ter weather Ball will be pushing to finish this Spring.

Elmer Wendt, of Rio Vista, started Ultilos Creek Flood Control project but rains slowed them down. Elmer took a page out of ancient history by moving the bulk of the dirt by Cat and Cana.

Joe Richards is starting his phase of Ulitas Creek Project this month.

A. Teichert & Son will be starting the Highway 13 road project soon widening and cut down hills and straighten a few corners. This has been needed for quite some time.

The C. Work Co., of Danville, Calif., was the low bidder on the 1.8 million gallon water tank. The new tank is designed to alleviate any shortage of water during the summer months and increase the water pressure throughout the city. The tank will be named William Glisen Reservoir, in honor of a former Fairfield mayor.

It seems as though the South Pacific railroad have stalled the highway jobs from American Canyon to Cordelia, and the last section from Dixon to the Yolo county line. We hope that the Highway Dept, and the railroad will get together to allow these two major projects to start early this Spring.

Clyde Plymell has been working and keeping the members busy during the last Spring and announced this month, according to the U.S. Bureau of Reclamation.

The earthill dam is designed to supplement the amount of high quality water available from the Contra Costa canal. The dam will impound a maximum of 2200 acre feet of water, creating a lake with a surface area of 250 acres.

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Stockton Blood Donors for January and February


Kiner and Heins Co. at O'Brien, is far ahead of the other contractors having over 40 percent of the dirt moved. They move the rat and can spread to Sarcasm

R & D Watson, Inc., is also getting ready for what looks like a busy season.

ANNUAL MOBILE BLOOD DRIVE, MARCH 17

The community spirit of donating a pint of blood is an annual happening for the members, their wives, families and friends. We hope this year they all keep this date in mind and don't forget to donate. This year it's a most meaningful event.

Annual Mobile Blood Drive Committee.

By Walter M. Talbot, Al McNair, Glen Dobyns STOCKTON — Despite the los of two of their chief employees, the clinic has been having this past month, some jobs continue to operate freely moving on an Interim basis only.

Western Contracting Corp.

A 0.125 acre site is being prepared in Crocker Park for K-12 school on the harbor side. They plan to start Monday when the weather holds out — they are thinking in terms of this that will mean approximately 20

R E F E R E N C E D
MARYSVILLE — Hearings re-
darding Berry's new power project have been so ld at a price in excess of $57,000. The $127,000.00 is still in Butter County, and theot is expected to be finished by November.

A. Teichert & Son in Butte County has hired 12 men, and the company is still working on their job to erect two one million gallon water storage tanks for the Yucaipa Valley City Water District. Lamson Construction manages to keep four employees paid from March to July.

"WE ARE HIRING" A. Teichert & Son in Butte County has the structures out of the way with only two people left. B. Bower & Bower have finished all of their lining, and the company has ten men each month to this point. A. Teichert is ready to go all out now on their freeway jobs at Orland and Ceres. Pay is good, and they are picking up customers every four months on the black shift.

Valley Irrigation keeps a shop crew busy and several engineers in the field, Baker Rock has started work on the dam and can opener, opening of the dam is set for March 6 at 2 p.m.

Your Blood Means 'Life or Death'

We are requesting all the members throughout the State of California to make extra effort to donate a pint of blood to the Local! If you contribute it will help save lives. We have many requests from the people to donate blood to save lives.

Morbido may be seen at the fel-
damentos of the Butte Valley Min-

ing Club, April 32 or the second Tuesday of each month. Hours are 1 p.m. to 5 p.m.

March is a work month, and the Chico Center is going to be open for donations every Monday after-

work is gradually picking up for Brothers at Peterson Plant Co., Chico. Work is picking up for the Peterson Plant Co., New York Machine shop.

The Brothers working for the Yucaipa Valley City Water District have suffered no loss of work due to the weather. This operation goes regardless of weather, as you know the need for this must be picked up.

The steel plants here are running full scale to meet customer demands. We have about 80 Brothers employed in the steel industry.

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Notice: Voting on Election Committees

In conformity with Article X of the By-Laws of Operating Engineers Local Union No. 3, the following is hereby announced as the first regular District Meeting in each District, beginning in April, for Members of the Election Committee who will render the election of Officers and District Executive Board Members in

There will be one Election Committee Member elected from each District by secret ballot of those Members present at the above mentioned address on April 10th. Each Meeting will be held within the area covered by the District.

Members for the Election Committee must be registered voters of the respective Districts, must have been a member of Local 3 for one year prior to the date of meeting, and shall not be a member of the Executive Board or the nominating committee for any official or position.

Each District Meetings to be held in April elsewhere by this edition of Engineers News.
Superhighways Save Souls?
Federal Aid for Highway Construction

BY HUGH ROYAM, JAY HERHY, MERLIN BOWMAN, JOHN THORSTEN, VANCE ARBOTT, TOM BILLS, AND JACK SHORT

SALT LAKE — As the days become longer, we look forward to an early Spring indicating the wheels of construction will start to turn again. Washier, this winter has been a mild winter with an abundance of snow in the high mountain areas and a minimum in the valley.

According to Elaine J. Kay, highway engineer for the State Department of Highways, Utah will very likely achieve its greatest construction program in its history. The only possible deterrent would be curtailment of highway funds on the federal level, or adverse weather conditions during the summer months, which isn’t likely.

Following is a resume of anticipated work, at a contemplated $90 million figure. The bulk of the programming and construction will go into the Interstate System, which will be distributed into other highway systems.

The total of federal participation in the Interstate system is about $95 per cent, with state funds picking up the remaining 5 per cent. Utah has been allocated $95.3 millions of the super-highway system. Utah’s total estimated cost of this system is approximately $655 millions.

The total Interstate system slated to be completed by 1972, will extend 41,000 miles and will link every major city from coast to coast and border to border. It is estimated the super-highway system will carry more than 20 per cent of all motorizing traffic.

SAFE HIGHWAYS
Utah presently has 190 miles of the freeway open and in use to the motorizing public, and construction is underway on an additional 422 miles. It is estimated that Utah motorists will save $5 million per year in traffic accident costs after the Interstate is completed.

Among the major highway projects that will be completed and open to public use this year are the following:

1. From Parkley’s Canyon to I-15 in Salt Lake City. This will be surfaced with concrete and it is estimated that this section of highway will carry more traffic volumes well over 100,000 vehicles per day.
2. The 56th and 6th Street Interchange in Salt Lake City to Redwood Road.
3. I-15 from 3rd South to 50th South, Salt Lake County.
4. Layton to 29th Street in Ogden on I-15 from Weber to Davis counties.
5. 1-15 from Spanish Fork to Provo.
6. 1-55 from Brigham City to Perry.
7. 1-55 South Cedar City to Haimpton. Freeway.
8. 1-80 to 1-55. STATISTICS

Also, slated for completion during the year will be a major highway project in Price Canyon which involves the widening and strengthening of U.S. Highway 6 and 50.

Of considerable importance to the tourist economy will be the completion of three spectacular bridges on State Route 85 in southeastern Utah. These bridges will make it possible to cross the Colorado River without the necessity of taking the Hite Ferry. The bridges will open scenic vistas in areas where in the United States, statistically, there were 522,237 registered vehicles at the end of the fiscal year reporting period. Total mileage on roads and streets in Utah amounted to 89,014. The state highway system accounted for 5,673.8 miles; national parks, forest roads and reserve roads, 3,777 miles.

NORTHERN AREA

We hope that by the time the ‘News’ reaches you most of the snow and cold weather will be gone and the interstate work is started.

Morrison-Knudsen Co. at Echo Junction on 11 miles of Interstate closed down completely because of the heavy snow and deep frost.

Reed and Cobb Co. has a number of work projects in the northern area. In Ogden a number of work projects in the rock and the largest cut for the Interstate Highway. There are three jobs in the Ogden Valley, one at the mouth of Weber Canyon which is moving a little; Springville Interstate should be grading in full swing any day now. Also, Gibbons & Reed are the approximate low bidders on the Interstate Highway from 200 North 31st Street in Ogden.

Fife Construction Co. on the Harrison Blvd. extension has been able to move a little dirt this Winter on their big cut. After it freezes at night next month they cut the frost off the top! We’ve never seen so much mud at the top of a hill like this!

Hoover McGhan started eight miles of pipe and a few experimental evaporation basins at Little Mountain for the Lithium Co. brotherhood. They have been working on this project after Lithium and searching for products. If it works out there may be millions of dollars spent in the near future on various roads and roads to the Great Salt Lake.

Seeding Time

Bids on Freeway Due March 3

BY RUS SWANSON, WHIT WHITAKER

SANTA ROSA — The State Highway Department will open bids on this month on a proposed $4 million improvement to Highway 101, which extends the freeway design in Sonoma County.

The project includes a four-lane freeway, 1.9 miles between route 18 and Edwards Ave. with connecting roads a 0.5 miles to the south and 0.3 miles to the north. The roadway will be on an embankment to the west of the existing roadway.

Two other items of interest for future work developments: The state of California division of rivers and Marinas has provided $1,000 million in $2 for the county of Sonoma to design and construct the Sonoma River facilities.

WORKING PROJECTS

Companies working are:

Six Construction is doing a big percentage of its work moving into a new location, off the freeway south of Santa Rosa. Don Beversh in nearly finished with work at Ukiahment and will start the new Catica High School near Santa Rosa.

Santa Rosa State College

Argonaut Construction has a big work load ahead but probably a few more work projects outside of the shop. Window frame and gravel, Barlow Rock and Dashi Brothers all have limited crews but hopeful look for an early start this season. Wine and McGinity are nearly at a standstill and may start soon on their River Road project.

BLOOD BANK

We mention a few months ago an effort to recruit volunteers for blood, and to date the following have signed that they are willing to give: R. Schuman, Carl Neilson, Frank Schram, Jerry Paulson, Roy Weline, Allen O’Brien, Joe Podrucki, Russ Swanston, and Celina. If you can’t contact us and add your name to this list, you’re really doing a great job.

Our thanks to the following for their support of the blood drive:

Mill, Norma Jean Millett, Richard Miller, Wesley Hay and Padmore. Special thanks go to Russell Kemmer, who has become a steady donor.

Disabled refund forms are still available in the office, so those of you who have worked for the state, federal or county during 1965 may have a refund coming. Check us or the Dept. of Employment.

PLANNING? — Call the EKBOO Men!

Now is the time to plan job methods and equipment applications for the jobs that are ready to go.

The BACON conference is packed by experience and a wide modern view of the jobs.
TIN TOP—this 60 cat with McMillan scraper was owned by Peter J. McHugh in the late 20's, and picture was taken on the ranch owned by Gov. 'Sunny Jim' Rolph, on Skyline Blvd near Redwood City. Operator was George Thomas.

SAN MATEO—After many weeks of almost steady rain, we now seem to get sunny weather most of each week, but as soon as a little dust flies, we have just enough rain to cause the rubber equipment to “spin out.” Despite this, we find at least 75 percent of the Brothers are not off work long enough to draw unemployment insurance.

Very little has been let this year. However, many fair-shod jobs have many months to run.

Our San Mateo Engineers Blood Bank has been depleted by 20 plus jobs this month. In addition to other material handlers have been working steadily.

Oldtimers-Clinton & Madison Co. have two good jobs working at present at Sunny Hilla Shopping Center in San Anselmo and pipeline work at Richardson Bay Sanitary District.

The Marin cell project is still in the planning stage, and further appearances are anticipated before the Marin Planning Com.

EARLY FRISCO—these are sixty cats with buggy tops on a spread on Parker St. across from St. Ignatius Church around 1928-30. Operators were: Brothers George Bender, Fred and Mott Rusan.

Marin Construction a ‘Wash Out’

By AL HANSEN and JIM JENNINGS

SAN RAFAEL—Rains and heavy material have “washed out” most North Bay work on the Marin and southern Sonoma County area, however, rock, sand and gravel plants, in addition to other material handlers have been working steadily.

Marin-Chilotti & Madonna Co. have two good jobs working at present at Sunny Hilla Shopping Center in San Anselmo and pipeline work at Richardson Bay Sanitary District.

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Oldtimers’ Corner

Tunnelled Cut

Buries Shovel; Operator ‘Seats’

The “Oldtimers’ Corner” in December featured stories from “Missour” Sivils, and this month Les Nedrow, of Stockton, tells of a 200 P&H shovel lost on a highway job between Calistoga and Lake County.

Nedrow worked with Carly McDonald Co. and he says the shovel was buried when it tun­ned under a cut. The operator weighed free, and ran down the highway and never stopped for his check. The shovel belonged to Ross Construction Co.; Sivils worked on the same project for Ross.

In 1934 Nedrow operated a shovel and truck for McDonald after oiling for Marv Fields, who later became a representative for McDonald, worked on Calistoga to Healdsburg road through treacherous terrain.

Nedrow is “on the bank” now after a serious operation and is receiving a disability retirement, and prated Business Manager Al Clem for his outstanding rec­ord since 1950.

TRAIN LOADING—with no identification on this shot, it looks like a clam bucket and stiff-leg arrangement to load rock into nearby trains in the Lindsay, Calif. area in 1923. Note team of horses at right keeping stockpile level.

To Your Health!

March, 1966

ENGINEERS NEWS

San Mateo Area

Rubber Rigs Bogged in Mud

By BILL BANNY, MIKE KRAYNICK, and GEORGE BAKER

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EARLY TRUCK—Brother Les Nedrow, now living in Stock­ton, wheeled this early two-cylinder Autocar truck in Lindsay, Calif. Workers at left are seen showing rakes to lay “hot stuff” by hand. The truck carried one ton of material. Con­trast with today’s modern, automatic behemoths capable of a 100 tons and more, and the modern slip-form paver to lay asphalt.

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