



## GREATER SECURITY

## Health, Welfare Offers Broader Benefits

Greater security for more Operating Engineers and their families is provided in the new changes in the Health and Welfare plan, effective May 1, according to Business Manager Al Clem.

A study of the changes indicates that a greater number of Brothers will become eligible each month, and for a longer period of time. Here are the major changes drawn up through the combined efforts of Union and Employers Board of Trustees:

1—Effective May 1, new participants will be eligible in the

Trust after completion of 300 hours in a three-month period. Eligible participants, and former participants, will continue each month with the deduction of 100 hours from their bank of hours reserve (formerly, 115 hours were charged).

2—Members will be allowed to accumulate up to 1200 hours in the bank of hours eligibility reserve to continue insurance during periods of unemployment. This will allow a member to continue insurance for 12 months from his reserve (previously, the maximum allowance was 1050 hours).

3—Members whose insurance is being reinstated within 12 months from the last month of eligibility will be immediately insured on the accumulation of 100 hours in their bank of hours reserve.

Under the revised rules, more Engineers will be eligible for benefits and benefits will continue for longer periods of time through unemployed months. Also, it will be easier for Engineers to re-establish eligibility under the new rules if they are not insured for periods in excess of 12 months.

This program relates only to Brother Engineers in Northern California. The Trustees are meeting and discussing the Utah and Nevada plans now. The revision does not include changes in pensions, retired employees welfare or other trusts.

During 1964, employers contributed \$4 million to the fund, under terms of the agreements. Over 45,000 claims were processed, which was an increase of 5000 over 1963. Eligible participants increased from 15,000 to 17,000 per month during 1964.

## Camp Roberts Graduates Last Trainee Group

With a cry of "school's out," the Operating Engineers at Camp Roberts, here under the retraining program, started heading for home. Some will travel all the way to Montana. Others to Utah, Nevada and California.

Graduation ceremonies were held April 9. Each Engineer received a "certificate of completion" card which indicates six weeks training has been completed and adequately done.

This is the second year of the program, initiated by Business Manager Al Clem last year with the help of the U. S. Department of Labor under the Manpower Development and Training Act.

## 500 TRAINEES

However, in contrast with last year's program of retraining 300 men, this year 500 men were given the opportunity to sharpen their basic skills on equipment.

Competition for top jobs in the heavy engineering field is becoming keener every year, and the Engineers' program at Camp Roberts is designed to offset increasing competition by giving the trainee an opportunity to broaden and sharpen his skills, Clem pointed out.

This year the program has been very well received, and with last year's experienced instructors, the men learned a lot more during the six-week training.

## ADMINISTRATION

Harley Davidson has been project manager with Art Garafalo assistant. Dale Marr was directly responsible for the program, and 25 instructors from foreman and supervisory personnel headed the classes in the field.

## American River Water Project Booms

HELL HOLE—Nestled among rugged Sierra peaks, near the city of Auburn, is one of the most far-flung water development projects in the state of California. Construction of seven dams, over 24 miles of tunnels and four powerhouses, plus building and maintaining 47 miles of roads keeps over 2000 men occupied in this area, harnessing the water and hydroelectric power of the American and Rubicon Rivers.

Hell Hole is only a part of the overall project being built by a team of six contractors for Placer County Water Agency at a cost of a \$92 million lump-sum contract.

The December, 1964 floods, however, nearly swamped all work, which at that time was almost 40 per cent completed. Damage was estimated at over \$100

million to completed work, and equipment lost by the contractors.

However, as the pictures below and on page 8 will show, American River Constructors are going night and day to catch up on the 420-foot high dam at Hell Hole, sluicing in the rock fill with hydro-monitors.

Contractors here include: Kaiser Engineers, Morrison-Knudsen Co., Macco Corp., Perini Corp., Richard Costain Ltd. of London and Enterprises Campeon Bernard, of Paris, France.

The American River project is being financed through the sale of power to the Pacific Gas and Electric Co. in San Francisco without the use of any federal, state or county funds involved.

Water will be sold for industrial, agricultural and domestic purposes, and through use of

steps and tunnels, take advantage of the head water created along the way to produce electrical power.

When complete, the project will create valuable lands for recreation and fishing areas and be of additional economic value to the county in tourist trade.

Total capacity of the system of dams, tunnels, penstocks and powerhouses is estimated at over 234,300 kva of electricity. It will take another two years for completion of the project.

Generally, the project is a step-like, zig-zag, gravity diversion of water through tunnels, penstocks and over dams system.

Highest diversion is at 5200 feet at Duncan Creek. Water here is backed up by a 165 foot concrete dam and sends water through a 7864-foot tunnel to French Meadows Reservoir. The

dam here is earthfill, 221 feet high. Then the water flows through a 13,694-foot tunnel into Hell Hole on the Rubicon River, plunging down a 672-foot penstock into a 17,000-kva powerhouse, being constructed by Ets Hokin, who has subbed all four powerhouses.

Hell Hole dam was completely washed away during December floods. It will contain nearly 9 million yards of fill. A 55,000-foot tunnel carries the water from Hell Hole, collecting more water on the way, and plunges straight down a spectacular 3562-foot penstock into Middle Fork powerhouse which will produce 122,000 kva and be the largest in the system.

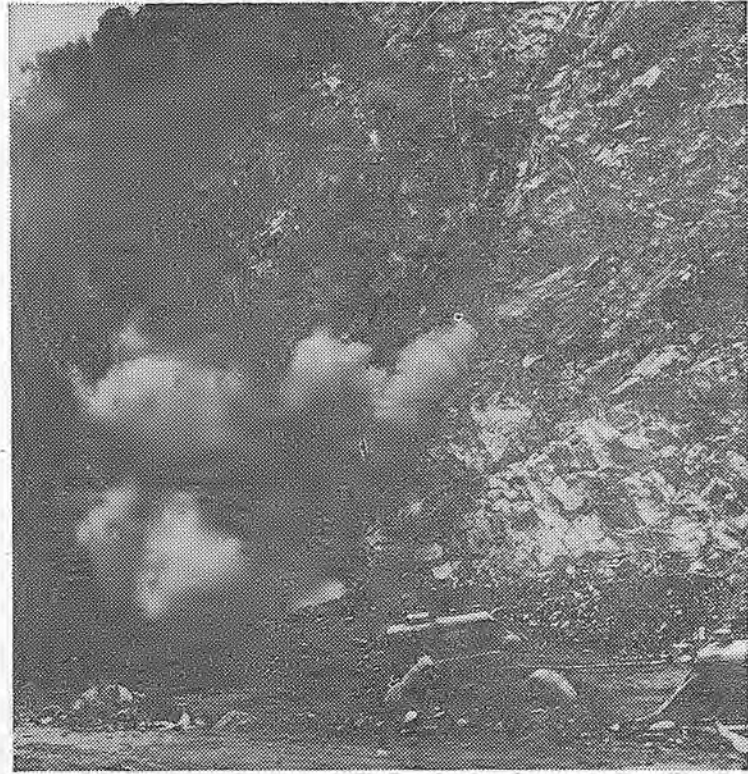
Water then will discharge into Interbay Reservoir on the Middle Fork of the American River

—Continued on Page 3



**REBUILDING DAMAGE . . .** winter floods washed out Hell Hole Dam on the American River project causing over \$100 million in damage. The big pic-

ture shows huge hydro-monitors sluicing earthfill into position with borrow area above and lower Rubicon River behind dam. The smaller picture



shows explosive charge set off at Ralston powerhouse clearing a path for footing to bring penstock flume down cliff.



# Memo from the Manager's Desk

By AL CLEM

We have been reviewing recent Dispatch reports and have noticed an alarming increase of "lost motion" concerning Brothers who have returned to work with previous employers or securing clearance for jobs forthcoming during the season, and not notifying the office.

We request your help in cutting down this "lost motion" by notifying your dispatch office to remove your name from the out-of-work list upon your return to work.

There are several reasons for this: it saves time trying to locate you, and it saves additional cost to your Union in telephone calls, especially where a long distance phone call is involved.

A simple phone call to the dispatch office, or a postal card will help us cut down the "lost motion."

## HEAVY NEGOTIATIONS

This is the season of heavy negotiations, and we are right in the midst of it. As you know, various contracts expire June 15, and we are getting ready for negotiations with the Associated General Contractors and Engineering Grading Contractors Association of Northern California, and Nevada Associated General Contractors; also, the Associated General Contractors, Utah, contract governing wage scales and working conditions for our Brothers in the steel erecting industry. The first three contracts embrace all classifications embodied in the agreement, entailing a great deal of preparation and thought, especially those ideas forwarded to this office by the Brothers in the field will have to be welded into a workable agreement.

In addition to these major agreement negotiations we have recently concluded talks with the San Francisco Chemical Company, Vernal, Utah, which was ratified by the membership. Brothers Paul Edgecombe, Hugh Bodam and John Thornton conducted the negotiations.

April 5, an initial meeting with representatives of Brizard and Matthews, of Eureka, to formulate an agreement with the company, and we are still in the process of negotiations, which we trust will be ratified on or before April 20.

In other negotiations, we are still working with Tenco Tractor Company of Woodland, Marysville and Sacramento, and we hope that we will be able to wrap up a suitable contract for all concerned.

Our records also show that we have 10 elections before the National Labor Relations Board; if we are successful in organizing all of them under the banner of Local 3, it will greatly broaden job opportunities for Brothers of our Union and establish a recognized contract in those plants in which we were successful in securing a major vote for Local 3.

On the front page of this issue of "Engineers News" you will note that there has been a change in the Health and Welfare Trust Fund which will broaden the coverage to more members for a longer period of time than before. These changes were brought about by mutual agreement between union and employer trustees.

## TRAINING PROGRAM

The Camp Roberts on-the-job training program ground to a halt April 9. This, the second year, saw 500 engineers of our International Union participating in an effort to upgrade and polish their basic skills. These members primarily came from Local 3, 12 and from the state of Montana. We have received many compliments and tributes from other parts of the country concerning the program, and most important, the expressed gratitude for the opportunity to attend the school from the men who were actually there.

There was a lot of work in organizing the program and in keeping it going, and I believe that we can say with a great deal of pride that the program was a success, and therefore worth the extra time and effort.

## SEND DUES TO SAN FRANCISCO

Second quarter dues have been flowing into the San Francisco office and we would like to express our appreciation to the Brother and their wives for their cooperation in returning their dues promptly to this office.

## LONG, SHORT AGREEMENT

During the month of March there were 16 regular agreements signed, and 91 short agreements, making a total of 107. There were 3146 members dispatched to the various jobs during the month.

## Role of the Steward

# He's the Union's First Line Of Communication on the Job

By BILL RANEY and  
MIKE KRAYNICK

SAN MATEO — Your officers and Business Representatives have been gratified and pleased by the sober, reliable conduct of the Stewards who do a yeoman job on the sites.

A concerted effort is still being made to have stewards on most jobs whether really needed or not. Many business representatives, being aware of the mounting legal technicalities to contend with in this age of law suits, were very apprehensive that many stewards would inadvertently create greater problems. Their fears were, in the main, unfounded.

First of all, the Operating Engineer, in general is a fine journeyman and has no need or desire, no should he have to work for less money or conditions than spelled out in the contract. His ability precludes such.

Secondly, he is not, by nature, a radical, unless someone tries to cheat him or his fellow employees. In fact, he usually takes pride in his work and his ability to help his employer make a profit, knowing that if profits are made, there is money to hire more Engineers.

Of even greater importance, the steward, often by his mere presence reminds the employer that the legal and honorable way of doing a job is more profitable in the long run than the momentary expediency of a shady method.

Your agents were, at first, even more concerned that employers would find ways and means of discriminating against a steward. We find more and more each day that employers are finding stewards a help rather than a hindrance. Often consulting with the steward on all major changes in the job or in company policy. Many employers are finding it beneficial.

It is also most profitable to the members as a whole. On the site most small problems or misunderstandings are cleared up

long before they get out of hand and usually before the business representative is called. This is an immense saving.

Every area of Local 3 has always been short of business representatives and purely from the economic viewpoint, probably always will be. Despite the enormous increase in membership and consequent work load, your agents are more able to get at the major problem jobs now than ever before because of the steward's help in clarifying "minor beefs." A prime example in this area a few years back—

Both agents were in the field at opposite ends of the county, each with a pocket full of complaints of varying severity, when the office called on our radios that there was a beef of very serious nature in Millbrae. The urgency seemed to be of such magnitude, that both agents dropped their important beefs and rushed to the scene expecting, at the least, someone was killed.

Upon arrival we found the "serious problem" was whether the operator or the oiler should furnish the dime to phone the company shop so that someone could bring them fuel that might be needed before the day was over!

Funny? Yes, but not funny nor even amusing to those members who didn't get the service they had requested on other jobs.

Again, the steward is a valuable asset to all concerned. He is respected by his fellow engineers, the employer and his Union or he wouldn't be steward. His only pay for his job is self-satisfaction. Yes, his authority is limited to mostly checking dispatches. He may not, for obvious reasons, formally interpret the agreement. This, however, does not preclude his discussing a problem with a Brother, the foreman, and/or the business representative.

We received a "newsy" and interesting letter from Brother

Frank King. He has accepted a job to work, of all places, Vietnam!

In a nutshell, Frank relates that the climate is not bad due to the altitude at his base camp. He will be repairing damage done by the Viet Cong.

He sleeps with an automatic rifle, has a nice room with a built-in fox hole. There is a job there for a good grade foreman if young and healthy and with a thick skin! It pays \$1,000 per month and up, plus \$200 per month per diem.

See Mike or Bill for details. Best of luck, Frank, we hope to see you back in a couple of years!

The work picture in San Mateo gets better daily. The list is still large but diminishing rapidly.

Joe Ramos picked up another underground job in Montara.

McGuire and Hester has got a number of smaller jobs that should take up the slack created by the finishing of one of their Foster City jobs.

Kunz Paving also keeps bidding and getting many small jobs.

Fisk, Firenze and McLean falls in the same category, only more so. We can't even count all the \$50 to \$100,000 sites they are working on and, in addition, they have several larger jobs in the million dollar class.

Our Apprenticeship class at San Mateo College has a "new" instructor, Brother Joe Brown, H.D.R. foreman at Piombo Construction Company in San Carlos, has consented to again teach this class. Instructor Earl Knier took a job out of Bakersfield as a superintendent. We wish to express our thanks to him for a hard job well done. At the same time we are grateful for Joe Brown's ability and willingness to do a job that is not easy and requires many hours of work for which there is little or no remuneration except personal satisfaction in helping apprentices become good engineers.



**THE LAST SCOOP** . . . Camp Roberts On-The-Job training program came to an end this month with the last of 500 trainees graduating. Here is the last load of dirt by a Brother Engineer.



# ENGINEERS NEWS

STATIONARY ENGINEERS LOCAL 39 OPERATING ENGINEERS LOCAL 3

Published each month by Local Union No. 3 of the International Union of Operating Engineers (Northern California, Northern Nevada, States of Utah and Hawaii.) — Subscription price \$2.50 per year. Office: 474 Valencia St., San Francisco 3, Calif.

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

## Auburn-Folsom Dam Clears Hurdle

It's beginning to look as if the long-awaited Auburn Dam may show some headway. The Senate Interior Subcommittee, one of two, on Reclamation approved a bill to authorize the \$429 million Auburn-Folsom South Canal project, and currently the bill is before the full Senate Interior Committee, and the House Committee.

It would, in its initial planning, be second in height to the Oroville Dam. It is projected for 690 feet high, and of earthfill construction.

Now this should provide a lot of jobs, when it starts, for many Brother Engineers; but let us caution you—don't repeat the Oroville Story!

About the time the giant Oroville Dam got its final okay thousands of workers from all over the nation streamed into town figuring they'd be the first ones on the job. Well, when they arrived in Oroville, with a beat-up suitcase and a dozen kids, they found there were thousands more ahead of them.

This created a big problem of unemployment, and the city still hasn't dug out from under.

Our strongest hope is that you will check with the Sacramento dispatch office well in advance, and determine whether they will need men with your skills.

Now remember, this Auburn project is still a long way off. Most optimistic hopes are for an early 1967 start, providing Congress and President Johnson see the economics of the program.

This was another of the late Senator Clair Engle's "Water Dreams" for California. He talked about this program in Congress nearly 10 years ago. Senator Thomas Kuchel and Representative Harold Johnson are heading the bill for the respective Interior subcommittees.

Both committees were impressed with the project which shows a four to one cost ratio—that is, when completed, revenues will yield four dollars for one dollar invested in building the dam. It already has the blessing of the Federal Bureau of the Budget and of Interior Secretary Stewart Udall.

The \$429 million project will be an addition to the Central Valley Project, and tie-in with the San Luis Dam to bring water to Southern California.

Whether it was Mother Nature's fault or man's quest for comfortable living, it seems that Northern California, with about 30 per cent of the state's population, has 70 per cent of the state's water.

Southern California, according to statistics, has about 70 per cent of the state's population, and only about 30 per cent native water. Now man, and Operating Engineers, is doing something about it by building dams and canals to re-distribute the water for the future growth of the state.

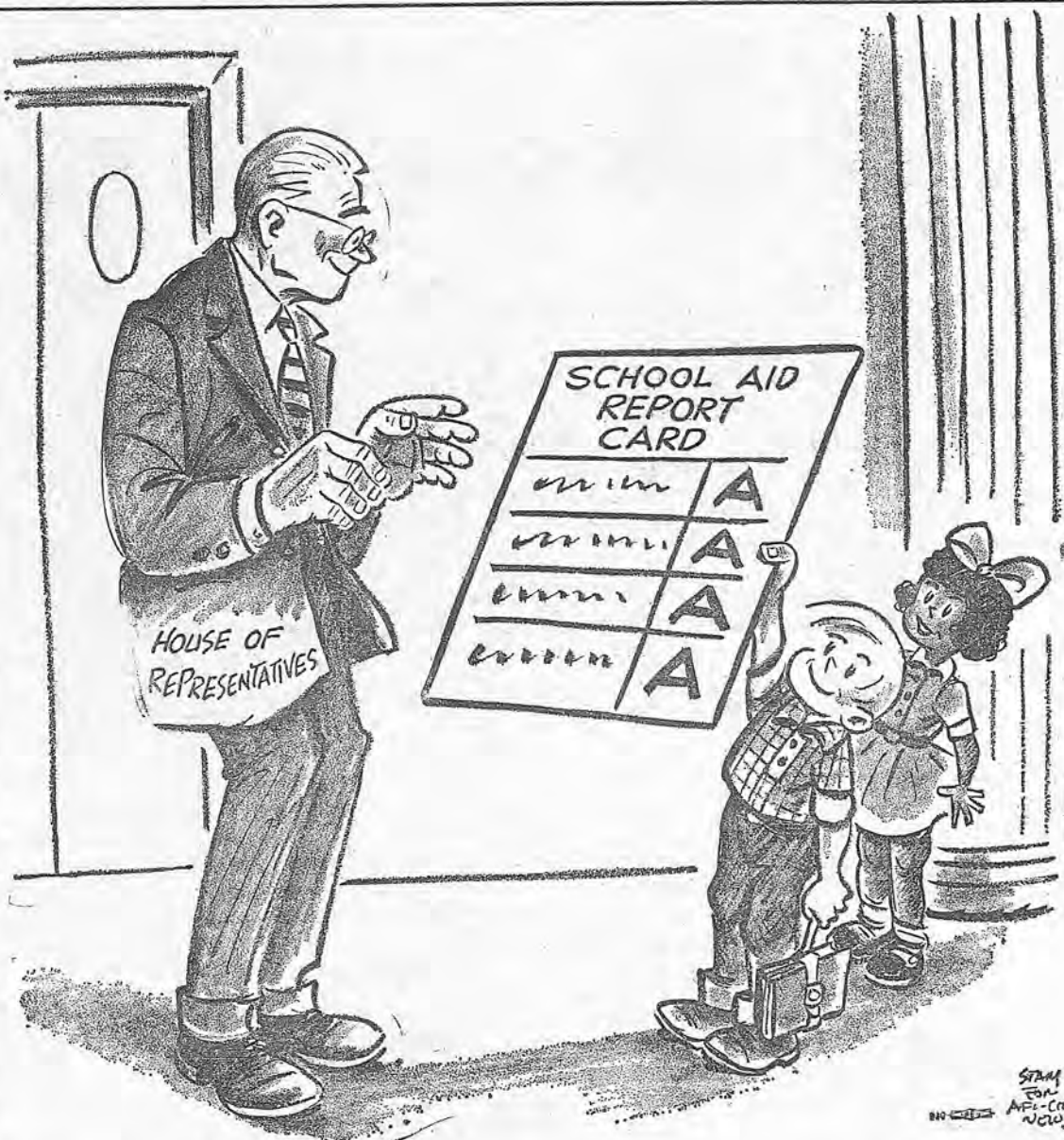
## Harnessing Hydro-Power On American

Continued from Page 1— and then enter another tunnel, nearly seven miles long, to a Ralston Powerhouse. The water then will be re-regulated by the Afterbay dam, and from this reservoir flows through Oxbow Tunnel to its powerhouse and then back to the Middle Fork of the river.

The people of Placer County, in 1961 gave the \$140 million bond election approval by a 25 to 1 majority. Full development of the project will culminate years of far-sighted planning by the county's Board of Supervisors and citizens, and Operating Engineers and other trade unions will have had a major hand in re-shaping California to prepare for the future.



SHE RETIRED... Ethel Marlar, with Local 3 office staff since 1942, retired March 31 after 23 years. She handled all new applications and there were several thousand.



## HOW TO BUY

# Families Go Deeper Into Hock

By SIDNEY MARGOLIUS

Spring is the season when family debts often grow along with the flowers and children. A pioneering study of 100 "over-extended" families can give you valuable insight into why families accumulate too many debts, and how to avoid this plight yourself through knowledgeable money management.

The survey was done in the Detroit area, but the findings can be applied in varying degree to almost any large city today.

Cooperating in the study were the McGregor Fund of Michigan; Merrill-Palmer Institute of Human Development and Family Life; Michigan Credit Union League; Wayne State University School of Social Work, and the Center for Consumer Affairs of the University of Wisconsin Extension Division.

The families who got "over their heads in debt" were not really the very poor or uneducated, although they were not well-to-do either, considering the average size (three children). Of one group chosen at random for the study, income before taxes averaged \$6504. The typical over-indebted couple were both high-school graduates, thus had a little more education than the Detroit community as a whole.

Here's the shocker: These families had an average of nine creditors apiece, and averaged \$3689 in debts, reports Dr. Milton Huber, associate professor of the Center for Consumer Affairs, who supervised the study.

"On the average, these families had committed 54 percent of their next year's income to debt obligations!" he points out.

Most prominent among their debts were consolidation loans. Each family had at least one, and three were not uncommon. Purchases from door-to-door salesmen also were conspicuous among the families' debts for home furnishings and home improvements.

This debt pattern has become a familiar one in recent years. Families let themselves be talked into obligations they can't really afford, or fool themselves into undertaking these debts. When the payments cut too deeply into other needs, the families then try consolidation loans, often borrowing these from small-loan companies at high interest rates which further add to the debts. Sometimes they later take out additional consolidation loans to pay the first loan.

While the 100 families in this study had committed themselves to more debts than they could

handle, they were by no means bankrupt, either legally or morally. Dr. Huber pointed out in an interview with this reporter, that it has become fashionable recently among finance companies and installment sellers to blame the rise in consumer bankruptcies on "moral decay." But he found that even though most of the families qualified to seek bankruptcy to wipe out their debts, only ten had chosen to do so. The 90 others, though most were aware they probably qualified for bankruptcy, refused to take this way out, for both moral and practical reasons.

Even among the ten families who did choose bankruptcy, there were indications in some cases that they may have done so because they felt some of the debts were "unfair," or because a particular debtor was pursuing them mercilessly.

About half the families reported declining income. The interviewers made their own investigation, and found that in over 50 percent of these cases, the family breadwinners had been "bumped" to lower paying jobs or had accepted such jobs following layoffs from the highly automated auto and steel industries around Detroit.

The over-indebted families also tended to move more often, and to have more children than typical for the rest of the community.

There was a noticeable "lack of basic understanding and agreement on responsibility for handling the family's money," Dr. Huber reports. In fact, nearly a third of the couples gave conflicting responses over who was responsible for handling the finances.

Even among the 43 percent who thought they were sharing money-management responsibilities, there was little indication of truly mutual decision making. The couples thought they were democratic in letting each other use money as desired. One husband said, "We don't quibble about it. If either of us wants to buy, we buy!"

In contrast, another group of couples surveyed for comparison, who also used credit but were not excessively in debt, displayed "clear and decisive communication between husband and wife on which one paid the bills, made the major financial decisions, kept the budget, and so on," Dr. Huber reports. "Apparently more important than a sharing of the actual duties to these couples, was agreement on who was to be responsible to get the job done."

Interestingly, among the families who did not have debt troubles, the husband was involved in family money management to a major degree.



## A Success Story

# Marysville Girds for Big Freeway

By HAROLD HUSTON, W. R. WEEKS, RAY PHENNEGER, and BILL METTZ

MARYSVILLE — During the first part of March, it seemed as though all the jobs in this district were starting to roll until old man winter slipped in with a sneaky rain, and again slowed us down to a crawl. Most contractors are still reluctant to open up any big jobs until they are sure Spring is really here.

We appreciate the attendance of all the brothers and their wives at the quarterly Credit Union meeting held in Marysville last month. Every Brother and his family has a personal invitation from all of us to stop by the Marysville District office and fill out the cards to join your Credit Union.

The out of work lists are still "busting at the seams," and we again urge all Brothers to check with the dispatcher to see if you need to re-register according to the hiring regulations. Remember, if you have to leave your telephone, please leave word as to where you can be reached. We don't want anyone to miss a job, when his turn comes!

### DIAMOND STEEL CO.

Diamond Steel Co., Inc., located one-half mile north of Yuba City on Highway 99E, is nearing its 50th anniversary in business. The plant was organized during 1916, and had seven employees in the collective bargaining unit. Today the company employs 31 employees, working two shifts. Congratulations for outstanding growth.

One man, Mr. Pitt Rose, started the business nearly 50 years ago, supplying fuel oil to the residents, burning oil to the orchardists, and road oil to contractors.

As the need increased, Mr. Rose began fabricating a n d manufacturing storage tanks for his customers. Through the years as the community expanded, Mr. Rose likewise expanded his operation to supply contractors, industrial and agriculture with mechanical conveyor systems, bulk storage plants, portable containers for dry and liquid fertilizer, bins for transporting products from their origin to the market.

The organization now is headed by a professional registered engineer department, Keith Hinkle, and the fabrication department headed by Brother Eldon Fowler.

The most recent venture is the design and fabrication of the 1965 Model Semi-end dump trailers which are seen as the background in the picture of the employees of the company.

The next item to be fabricated is a portable batch plant, which is being designed for the construction industry.

Local 3 is proud to be a part of this progressive community manufacturing plant which services construction, agricultural a n d industrial industries throughout California, Nevada and Utah.

### GLENN COUNTY FREEWAY

Fredrickson and Watson Construction Co., and Lord and Bishop, Inc. of Oakland submitted a low bid of \$6,063,114.70 for the construction of 11 more miles of Interstate 5 freeway in Glenn County.

The four-lane project will be-

gin two miles south of Willows, and run north to one mile north of Artois. There it will connect with the freeway now under construction by the Peter Kiewit & Son Co., which extends 11 miles north to the Tehama County line.

The new route will generally parallel existing highway 99W running from one-half to one mile wide. The 99 W designation will be dropped upon completion of the freeway. In talking with the company, we hope to have a pre-job next week with work to start immediately thereafter.

### TEHAMA FREEWAY

Peter Kiewit & Son was successful in bidding and was awarded an additional 9.3 miles of freeway, which will be constructed from the Glenn Tehama County line and the Corning Road south of Corning. The low bid on this job was \$4,394,325.

Construction will be on a new alignment, about 750 feet west of the present U.S. 99W, and will tie in to the rest of the freeway which they were low bidder on. Initial construction will include overcrossings, at Kirkwood road and Viola avenue, and interchanges at Liberal Ave., South Ave. and Corning Road. Bridges will span Gay, Moore, Sourgrass, Rice, Brannin, Hall, Burch, and Jewett Creeks.

In addition, there will be a public stock trail under the freeway near the southerly end, and holding corrals will be provided at each of the stock paths.

Initial construction will consist of four lanes of concrete pavement with a 60 foot median with provision for future widening to six lanes. Completion of this freeway project and others now underway will provide a freeway from two miles south of Willows to two miles north of Redding.

Other work opening up in this area included construction of the Corning Irrigation Canal, including earthworks, pipeline and structures for the Corning Water Distribution system. Valley Engineers of Fresno won the contract with a low bid of \$4,219,354.

### DAGUERRE REPAIR BILL

A bill to provide \$250,000 in state matching funds for repair of Daguerre Point Dam on Yuba River was approved by the Senate Water Resources Committee with a "do pass" recommendation. It was sent to the finance committee for further consideration.

The measure would provide matching funds for \$250,000 put up by the Army Corps of Engineers for permanent reconstruction of damage to the Debris Controls Structure during the December 24, 1964 high water on the Yuba River. The \$500,000 repair project already is under design by the Army Engineers.

H. Earl Parker Co. of Marysville has already done emergency repair work to the dam and diversion works of the Hallwood and Cordua Irrigation Districts have already been accomplished by the Army Engineers.

### P. G. & E. PROJECT

Pacific Gas and Electric Co. announced that Baldwin Contracting Co., Inc., of Marysville has been awarded the construction contract to build the structures of a new service center in



GOLDEN ANNIVERSARY . . . nearing its 50th birthday is Diamond Steel Co. of Yuba City. Under reorganization in 1961, there were seven employees. Today there are 31, and Engineer Keith Hinkle.

Marysville. Total cost of the center will be about \$800,000.

The new facilities will replace the historic "Buckeye Mill" buildings, constructed in the 1850's, which have housed P. G. and E.'s Marysville service center since 1928.

The center will be housed in four main buildings of concrete tilt-up construction on the 4.5 acre site between 4th and 6th streets, the Southern Pacific tracks, and the levee.

A company pipe and pole yard now located between the S. P. tracks and Chestnut Street and 3rd and 4th Streets will be moved to the service center site. Excavation is planned to start immediately, and the new service center is expected to be completed by this fall.

### YUBA PROJECT

Members of the Yuba County Water Agency Advisory Council were told that engineering on the Agency's Yuba River \$170 million project should be completed in time for a June 1 bid opening. The group was cautioned that, "in addition to engineering work, the construction of the project is dependent on the appropriation of Federal Funds, and we have no control over Congress."

There appears to be sufficient time to complete negotiations with the Pacific Gas and Electric Co. for sale of project-generated power prior to June 1. Negotiations on a new contract began February 11 in San Francisco. Members of the Advisory Council agreed to recommend to the Agency's Directors that an effort be made to sell surplus water generated by the project.

It was pointed out that 77,000 acre feet of water from the project must be permitted to flow into the Feather River, but it is still project water and can be sold to customers downstream, thus providing additional revenue for the project.

### READY MIX PLANTS

Baldwin Construction Co., Yuba Ready Mix Inc. and Mid-Valley Ready Mix in Marysville and Yuba City are keeping full crews on the payroll. Matthew Ready Mix has a plant at Gridley and Oroville fully manned by Operating Engineers. A. Tiechert and Butte Creek Rock has the Chico area under control. Paradise Ready Mix keeps the concrete market in line in that area. Cortinas Sand and Gravel, Goforth Bros., and Wruck Bros. keep the west side of the Valley supplied with concrete.

Goforth Bros., Baker Bros., and A. Tiechert and Son Inc. have full crews working the

plants on the west side supplying material to the customers. Butte Creek Rock takes care of the Chico area. Harms and Richter keep four plants going as material is needed around Oroville. The Marysville Yuba City area keeps A. Tiechert, Baldwin, Marysville Rock Products and Yuba Sand going full time.

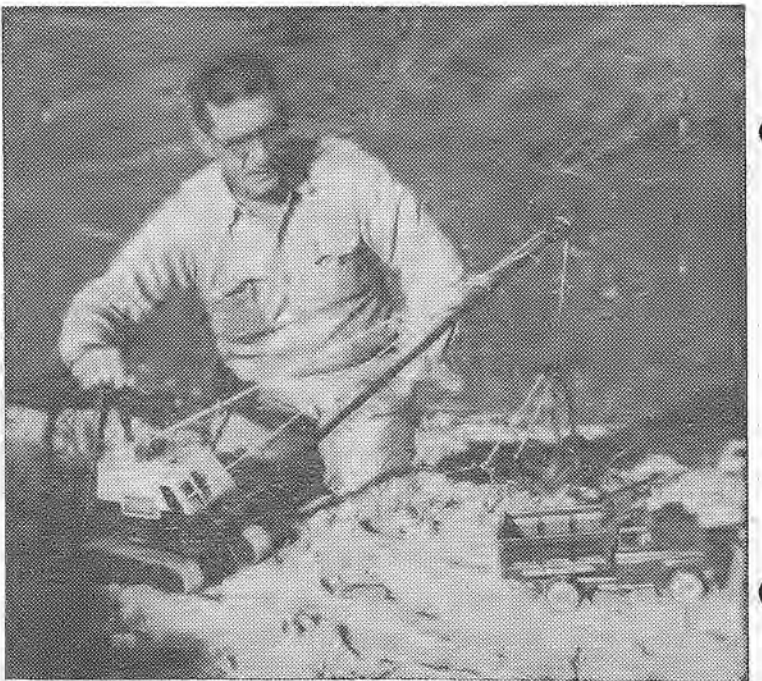
### SHOPS

Yuba City Steel has added more engineers. Diamond Steel put on a night shift to keep up with production on its new line of dump bodies (see picture and story of their progress).

New York Machine Shop, at Oroville, has the same crew of "old timers" performing "Class A" work. Joe Martin keeps a busy crew at his shop in Chico building land planes for the fruit growers. Joe designed this portable plane and it has proved a very useful piece of equipment because of its versatility.

Yuba Consolidated Gold Dredge keeps going on a six day week, three-shift basis with many years to look forward to. All engineers working here are past-masters in the dredging business. The company has a good Safety Program, and holds monthly meetings with the engineers to correct anything which may lead to an accident. They stand commended for their conscious effort towards safety.

Baldwin Contracting Co., Inc., A. Tiechert and Sons, Inc., and H. Earl Parker keep full crews going in their shops repairing equipment for their construction work.



HOBBY . . . Brother Jim McCoy, of the Marysville district, is shown here demonstrating a working model of an Operating Engineers' clam shovel. Brother McCoy developed this model and hopes to interest someone into mass producing them for commercial sales. Any ideas?

## Delta-Mendota Inter-Tie to San Luis Project

R. A. Wattson Co. was awarded \$1,335,595 by the Bureau of Reclamation to build facilities interconnecting the Delta-Mendota Canal with storage facilities of the Central Valley Project's San Luis unit near Los Banos.

The facility will permit diversion from the Delta-Mendota Canal to the foot of the San Luis forebay from where it will be pumped up into the forebay for storage or direct diversion into the San Luis Canal by six giant pumps with a total capacity of 4200 cubic feet per second.

Wattson Co. will build the concrete-lined forebay canal, running 1670 feet from the Delta-Mendota to forebay pumping plant, and will relocate 2200 feet of Delta-Mendota canal near the forebay.

Other work includes installation of an underpass for the forebay wasteway to cross beneath the Delta-Mendota, and construction of a reinforced concrete footbridge over the forebay canal for use by operating personnel.

It is estimated by the Bureau that construction will create "70 man-years" of work at the site and an equivalent amount elsewhere in furnishing materials.

## Highway Construction To Provide More Jobs

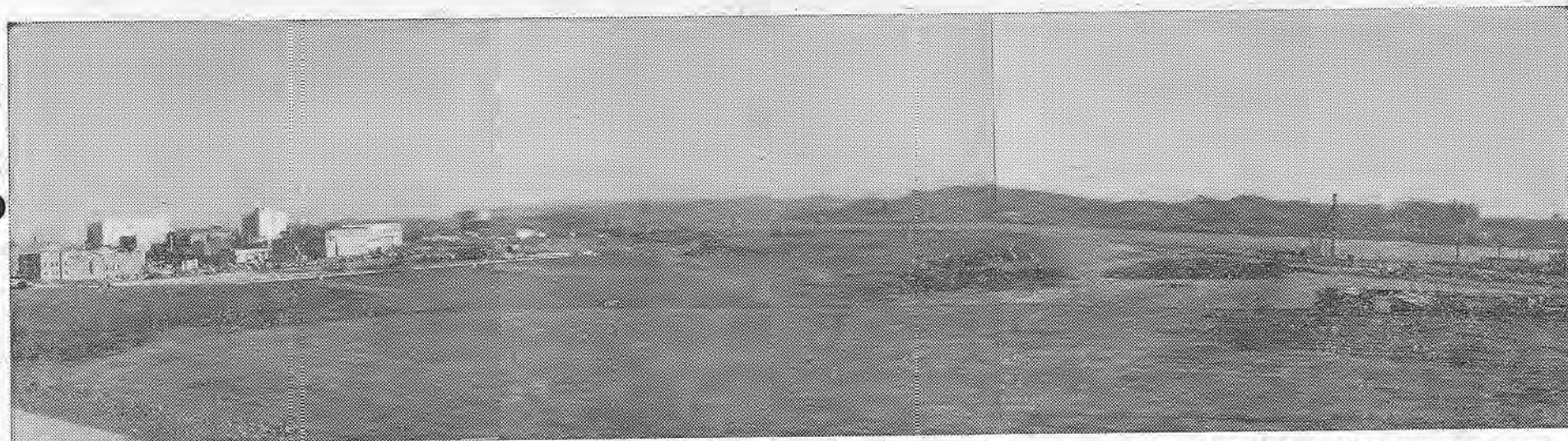
WASHINGTON, D. C. — By 1970, more than a quarter-million workers will be needed to build Federal aid highways costing about \$5½ billion per year, according to the Labor Department. Highway construction for 1964 cost about \$4½ billion.

The Nation's expanding highway construction will require an average of 6,500 additional workers each year through the next five years, and thousands of workers in contract and manufacturing establishments serving the highway construction industry.

Through greater efficiency, the on-site labor cost share of every dollar spent had dropped steadily. From 1944 to 1955, the ratio of man-hour requirements to total construction costs dropped 43 percent, and since 1955 have fallen off another one-third.



# Vallejo's \$14 Million Redevelopment Project



**SEA GULL'S VIEW** . . . Many sailors and marines remember the City of Vallejo from World War II days as a rollicking, rat-infested port o' call. Above, is shown what foresight and planning can do, as the old waterfront section of the city has been levelled to make way for modern office buildings, apartment houses and boat harbor marina. Operating Engineers have been working in

here for a long time with every conceivable piece of equipment to re-shape the waterfront area. At the far right is seen the Mare Island Shipyard where many "swabbies" and marines passed through. At left is the town of Vallejo, now fifth largest in the San Francisco Bay Area. Not shown, are two new Bridges, Benicia and the second Carquinez span parallelling the old crossing,

## High Level Sears Pt. Bridge Starts; Year is Bright in Vallejo

By AARON SMITH

**VALLEJO**—After more than two years delay, the much-needed high-level bridge over the Napa River, on highway 37 adjacent to the entrance of Mare Island, is showing signs of activity.

The delay was required by the State of California to allow footings for the bridge to settle. Piers are now being poured for the high-level span by Phillips, Erickson and Weisberg Co.

Farther down the river, and adjacent to Vallejo's \$14 million Marina Project, the Pomeroy-Gerwick Co. has moved in with its pile driver to construct concrete pre-stressed pile for the seawall. It is not known at this time whether the company will use sheet pile.

On the Benicia-Cordellia freeway, Darkenwald has a good crew working, and is presently making detours for traffic so as to get back to the major part of the grading. The company is working, also, on its Lake Herman road job, with Lew Jones installing box culverts.

Up on highway 40, above Vacaville, the Gordon Ball—Syar, Harms and Ball freeway widening job is coming right along after a winter of frustrations.

The latter company is busy in other areas of Solano county doing subdivision work at Leisure Town, Dixon, Vacaville, Vallejo and Fairfield.

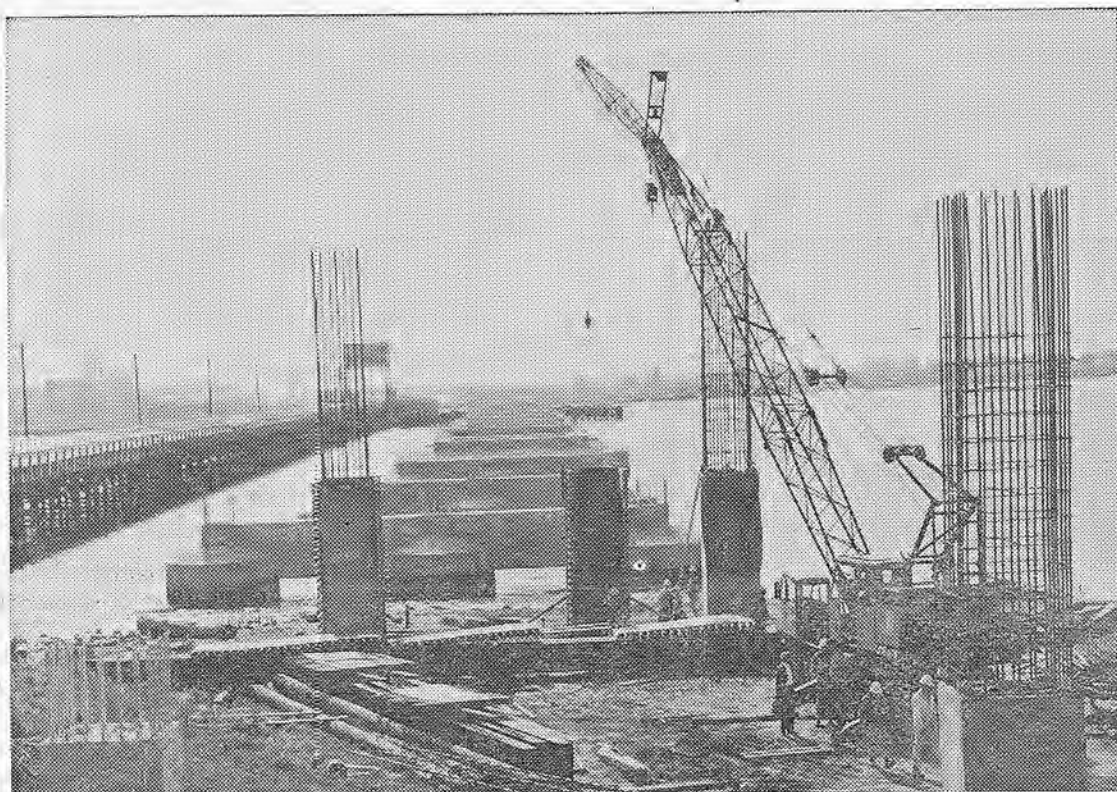
On the Redevelopment Project, one of the most expansive in northern California, Parish Brothers Co. is nearly finished.

American Canyon Aggregate Co. (owned by Brother Ken Little) is employing several Brother Engineers.

Up in the Napa area, George Slinsen Co. is keeping a few Brothers employed with small jobs around the town, while Brother Smokey Reeves is foreman on the flood control job in Napa for M. Malfitano and Son, Inc.

K-K Co. and Rush Construction are both running "full blast" with quarry crews supplying the Darkenwald Freeway job.

Generally, the Vallejo work picture is good for this year and into next year. The Cleator Co., a chemical plant, is still negotiating with the City Council for property, and it is storied about that the company plans to build a plant "no less than \$6 million, nor more than \$20 million" in the area.



**SEARS PT** . . . bridge footings, looking west on highway 37. Over \$2 million is earmarked for job to provide high-level bridge which was long-awaited and very much needed by Mare Island traffic.

## Federal Park Sticker Called 'Good Bargain'

The Nation's new \$7 Federal Recreation/Conservation sticker is a bargain in more ways than one, according to Vice President Hubert H. Humphrey.

"It is a bargain for American families because it admits the holder and all occupants of his automobile to designated Federal park, forest, wildlife refuges and other recreational areas all year long," the Vice President said.

"It is a bargain for America because the revenues from sale of the Recreation/Conservation stickers will help provide for natural beauty while making needed recreation opportunities available," he stated.

An estimated five million stickers are expected to be sold this year. Single entry or weekly fees may be paid by those who do not wish to purchase the annual sticker.

Collection from sale of the entrance sticker, together with revenues from the Federal motorboat fuels tax and proceeds from sale of surplus Federal real property, go into the new Land and Water Conservation Fund.

## Is Folsom 'Home of the Bulldozer'?

(Editor's Note: The following article appeared in the Folsom, Calif. weekly newspaper written by Mary Bowen, and was sent to Local 3 President Paul Edgecomb by Brother Keith Ward.)

By MARY BOWEN

California has long been able to take the credit for the invention of the caterpillar type tractor, which was developed by a manufacturer in Stockton because the moist earth of the delta would not support a conventional steam tractor.

It may well be that the first use of a bulldozer blade was made right near Folsom and marks another California first. According to the version of one old timer, such a blade was improvised to make the "Lincoln Cut," now Orangeville Avenue.

Chinese labor was first utilized for this project, a railroad right of way on the line from Folsom to Roseville (then called Junction). When the work proved too difficult, the project was nearly abandoned until a man appeared on the scene who claimed he could do the job.

He used a "huge dust pan" which was a scoop shovel with four horses attached to the handle. He would face the horses

toward the scoop, and drag it as close as possible to the face to be excavated. He would release the horses, dynamite, load the loose dirt on the scoop, harness the horses facing away from it, and drag the load of rubble away to dump.

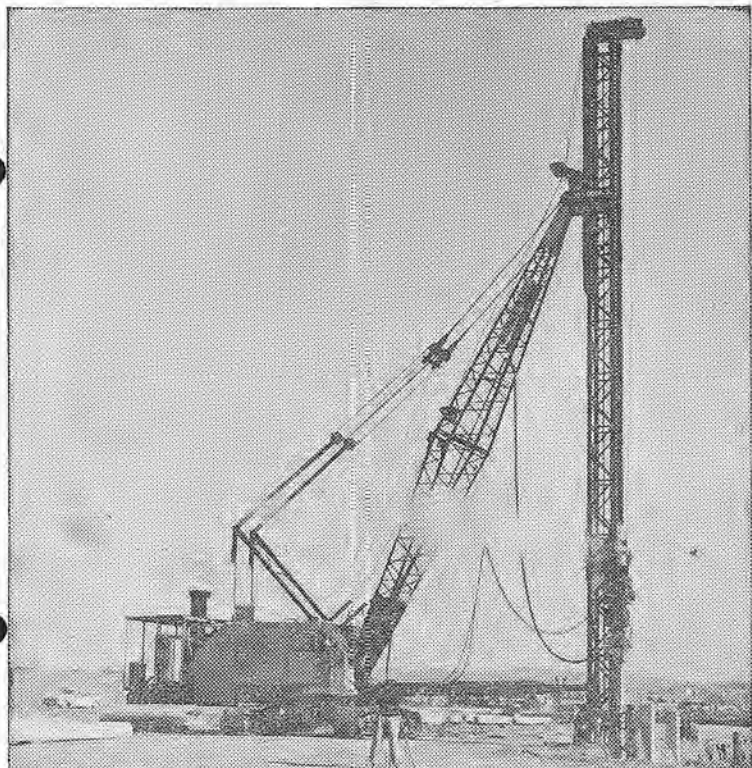
After the railroad line went out of use, the roadbed was utilized for the original route of Greenback Lane. At the time the first transcontinental highway, the Lincoln Highway, was set up in the twenties, the Rainbow Bridge and its smaller counterpart on Orangeville Avenue were built.

## Safety-Credit Committee Meets

**SANTA ROSA**, April 22, 8 p.m.  
**ELKO, NEV.**, April 30, 8 p.m.  
**BATTLE MT., NEV.**, May 1, 8 p.m.  
**SAN RAFAEL**, May 10, 8 p.m.  
(Note: Check local offices for place.)

## ENGINEERS NEWS

Published monthly by Local Union No. 3 of the International Union of Operating Engineers, 474 Valencia St., San Francisco 3, Calif. Second class postage paid at San Francisco, Calif.



**SEA WALL** . . . this big Ben C. Gerwick pile driver is shown at Vallejo's Marina project putting in sea wall. Pre-cast concrete sheet pile and piles were from Gerwick's Petaluma yard.



## EUREKA REPORTS

# Cleanup Continues; Klamath Bids Open

By RAY COOPER and  
"CURLEY" SPENCE

EUREKA — Clean up operations from the "Big Flood" is still the main source of work in this area and will continue on all Spring. In addition, projects that were scheduled have been advertised for bids and will be awarded in the next month or two. The emergency work on the highways that has been going on since the flood ceased as soon as traffic was able to get through on its own. Now bids are being advertised to reconstruct permanent highways.

## BRIDGES

Ben C. Gerwick Company has finished rebuilding Klamath river bridge; once again opening the flow of traffic to the north from Eureka. We extend our praise for a job well done by our Brother Engineers on this job.

Upstream from the Klamath Bridge, Healey Tibbets is near completion of weirs placed on both sides of the river to hold back logs and debris that can be removed to give protection to the Klamath river bridge. Still further up stream, C. K. Moseman and Granite Construction Company have moved back on to the job of building the new Klamath river bridge and approaches that will connect with the Klamath freeway.

Hughes and Lodd, and Hughes and Lodd Inc., of Redding, with a low bid of \$568,648, was awarded the Redwood Creek bridge job. The new bridge will be on new alignment, approximately a mile upstream from the present crossing of Redwood Creek, and will bring one step nearer to completion the modernization of Route 299 between Berry Summit and U.S. 101. Completion date is set for December 1, 1965.

Ferry Brothers Construction Company has moved in rebuilding the north section of Scotia-Rio Dell bridge, destroyed during the flood.

Morrison - Knudsen Company is making good progress on the Rio Dell Bridge (Robinson Ferry Bridge) north of Rio Dell. Until this Bridge is completed, traffic will still detour around the Blue Slide road. Mercer-Fraser Company has completed repair and paving on the detour, which allows traffic to proceed at a much faster pace and less delay.

The south Scotia Bridge, the Willow Creek Bridge and many others lost during the flood are being advertised and should be under construction soon.

## CLEARING DEBRIS

Immediate action was taken by the Corps of Army Engineers to clear all rivers and creeks of debris left in the wake of the flood in the event of more rains and high water. It seems as if Mother Nature has been apologizing for what happened last December by blessing us with perfect sunny working days ever since.

Morrison-Knudsen Company has the clean up along the Eel River, from Rio Dell to the mouth of the river. This is an

unbelievable sight. There are millions of board feet of lumber and logs.

Jerry Carmichael and Associates are doing the clean up from the mouth of the Van Duzen River to Bridgeville.

Tierra Construction Company, better known as Brother Lew Lincoln, is doing the clean up and repairs at Klamath Glen, which took a terrific beating during the high water.

John Peterson Company is keeping its crew of Engineers busy, and at the present time is cleaning up the east side of the Klamath River at Orleans. Also, in the Orleans area, C. M. Carr Company of Santa Rosa is working on the Orleans Bridge, and will have one-way traffic going across very soon.

Casey and Lind Construction Company has been keeping a few Brothers busy in the Orleans-Bluff Creek area doing maintenance work along this stretch of road.

## HIGHWAY WORK

The Division of Highways opened bids March 24 for the Klamath freeway, which involves base and paving of 6 miles of four-lane freeway.

Included will be removal of slide material and raising grade in certain locations. Bids on this work were made before the flood in December, but as a result of the high water and storm damage, it was necessary to increase the amount of work by \$350,000.

Mercer-Fraser Company has a crew busy digging out its Hot Plant at Miranda which toppled over and was buried by flood waters. The company recently was awarded re-surfacing of damaged sections of Highway 101, between Rio Dell to the Mendocino County line.

They will also be moving in on their half million dollar job, awarded to them by the Corps of Engineers, for dike and levee work on the Eel River. Quarry operations will be at Price Creek.

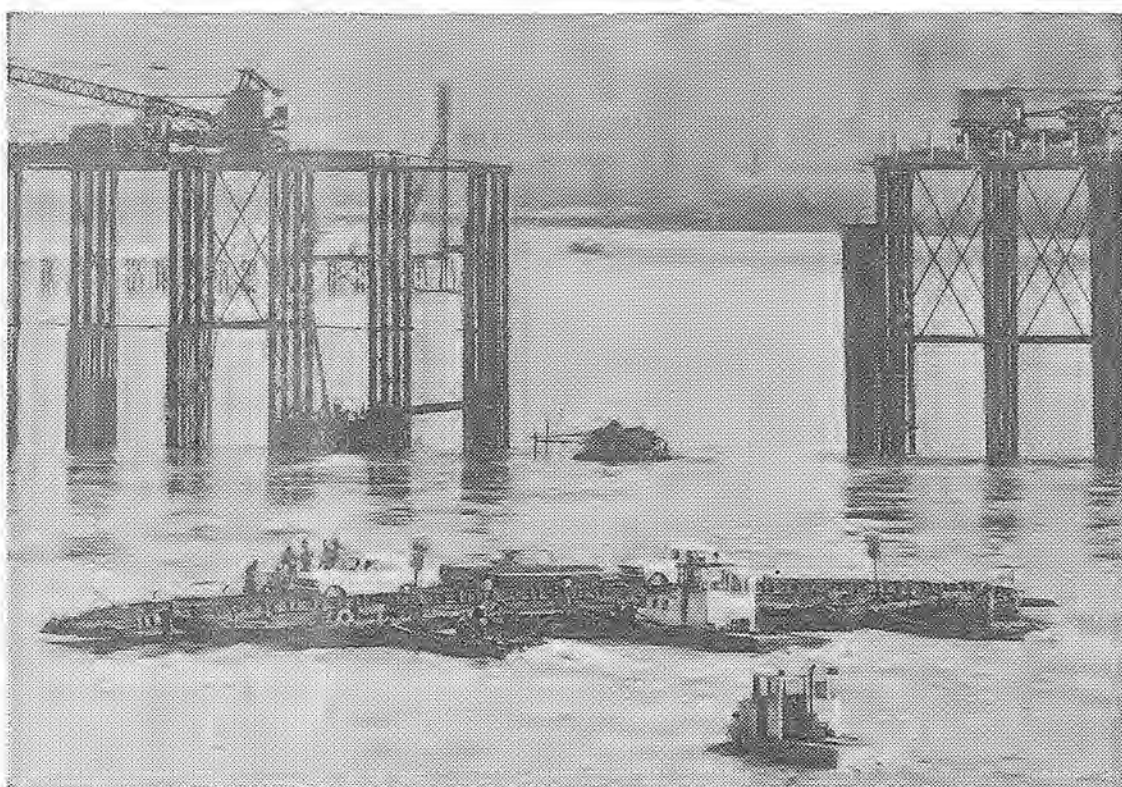
Arthur B. Siri Company is re-surfacing in the area on storm damaged sections of Highway 299 from Bebbry Summit to 6 miles east of Willow Creek. Other bids on permanent repairs to U. S. Highway 101 will be opened in April.

## RAILROAD JOB

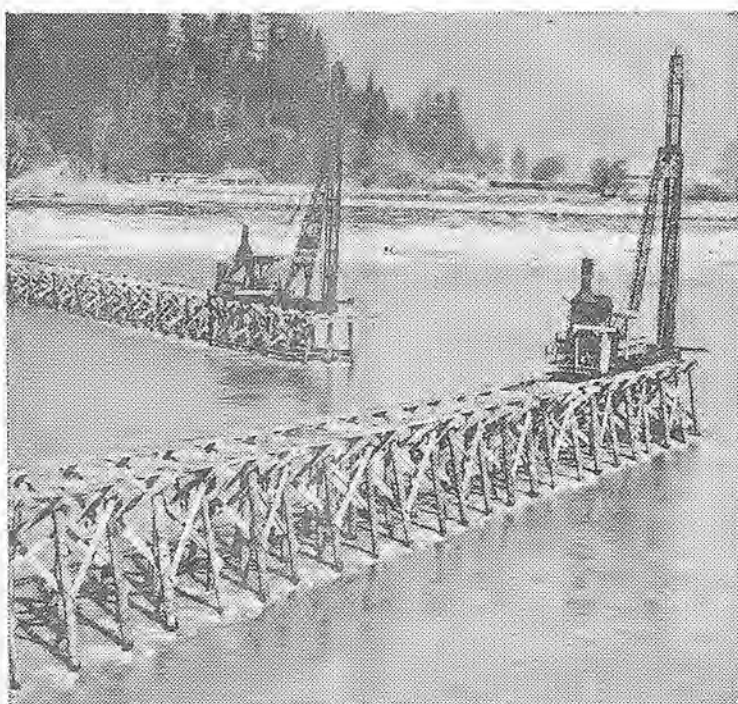
With the break in the weather, Morrison-Knudsen Company has been moving very rapidly on the railroad job for Northwestern Pacific. Reconstruction problems have been complicated by the difficulty of getting men and equipment into the canyons, where access roads had to be built. Camps have been set up in Fort Seward, Alderpoint and Spyrock. American Bridge Company has the big job of rebuilding three major steel bridges on this line.

## PERSONAL NOTES

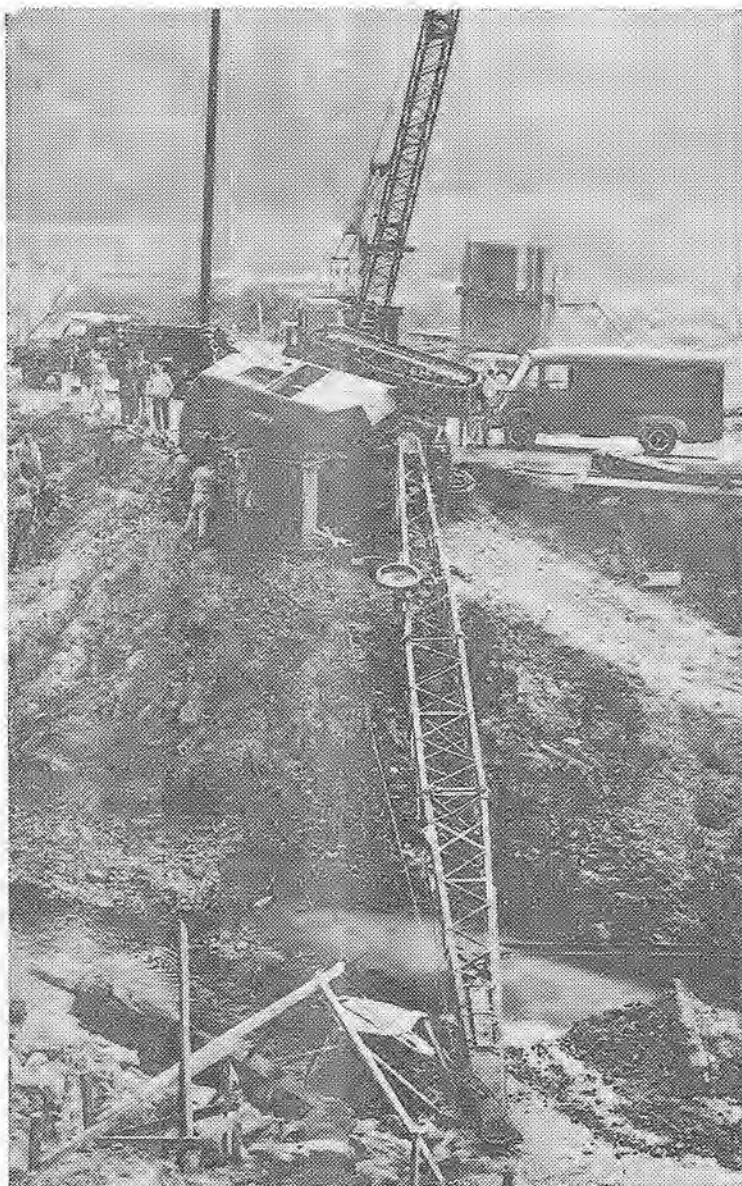
We of the Eureka office send our sympathy to the family of Brother James A. Monson, Jr., who was accidentally killed on the C. K. Moseman job March 15.



GOODBYE FERRY . . . hello Klamath bridge, which is nearing completion. The bridge was washed away during Christmas floods when a massive log jam crumpled a 500 foot section and carried it out to sea. Meanwhile, traffic was routed over an Army ferry.



SAFETY PRECAUTION . . . these weirs are protection to Klamath Bridge in event of another flood. Weirs will hold debris. In background was Klamath.



ONE DOWN . . . an apprentice oiler was killed and an operator severely injured in this accident in Eureka. James Monson, Jr. was oiler. Tiny Husted, operator.

## Dodd Urges Union Leaders As Diplomats

NEW YORK — The appointment of more leaders to important posts in the State Dept. and diplomatic service was called for by Sen. Thomas Dodd (D-Conn.) in an address at a luncheon meeting of the Italian-American Labor Council.

The council honored Pres. Jacob S. Potofsky of the Clothing Workers, with its Four Freedoms Award in recognition of his efforts to promote trade unionism on an international scale and on his opposition to totalitarianism.

Dodd told the meeting he had written Pres. Johnson a few days previously, urging him to give union representatives a larger role in shaping the nation's foreign policy.

## Auburn - Folsom Gets First O.K.

WASHINGTON (AP) — The House Interior Subcommittee on Reclamation approved today a bill to authorize construction of the \$425 million Auburn Dam-Folsom South Canal unit of the project in California.

The subcommittee vote was unanimous. A hearing on the proposal was held Monday.

Rep. Harold T. Johnson, D-Calif., chief sponsor of the bill, said action by the full House Interior Committee may be taken as early as next week after the committee drafts a final version of legislation to establish a new policy on recreation at federal reservoirs.

The multipurpose project would provide flood protection on the American River for the Sacramento Metropolitan Area, supply water for several expanding cities and supplemental irrigation water for some 400,000 acres of valley farm land in Sacramento and San Joaquin counties.



## Santa Rosa Report

# Northern End of Redwoods Strong

By RUSS SWANSON and  
LOU BARNES

SANTA ROSA—While Brother Engineers in the northern end of the Redwood Empire have been working steadily since the disastrous December floods, here in the southern end work has been very light.

Regular employees of various contractors have been working regularly, but this doesn't help the long out-of-work list here.

Contractors are awaiting a break in the weather, however, at this writing a new rain squall is again hitting the great Redwood Empire from the north.

For those traveling in this area; don't worry about the roads as they are all passable and this is made possible only because of the great amount of work which has been done mainly by Operating Engineers. On reading the various publications, it may appear that credit is given to others. Had it not been for our members, the twisted tragedy of the floods would still exist. Our hats are off to our Operating Engineers.

### MEETINGS

The attendance was "terrific" at the Ukiah district meeting held in March. Many thanks to those of you attending. You re-elected the Grievance Committee and we are pleased because these men have attended every Thursday night meeting in the Santa Rosa office. Members of the Grievance Committee are not paid. The only compensation received is their dues. We know especially with those elected in Ukiah, that they are dedicated and are willing to serve and do their part in continuing to make Local 3 prosper.

Those elected for another year are F. L. (Les) Crane, Lansing Kitzmiller, and Howard Seacord. We know they will continue to serve as they have done in the past. We are not congratulating them for being elected; we are thanking them for accepting the mandate given by the members.

### OLD JOBS

The Napa area is rather quiet and it doesn't look too bright for the near future. Slinson Construction Co. has a few small jobs going at present at various locations. Circle Oaks Subdivi-

sion is moving now with Pete Barretta moving the dirt, and Altermate Construction Co. doing the underground. This project has kept a few engineers working between rains all winter.

Lake County area has a building boom going with several million dollars in subdivision work. Because of the lake and the resort area, developers are going all-out building marinas with shoreline tracts and putting in golf courses and hillside recreation areas.

We now have Lange Brothers and Edwards and Faulk working on the Clearlake Riviera subdivision with several Brothers working. The way things look at present they should be there for several years to come.

The Lakeport Freeway, according to Highway Engineers, is supposed to be let sometime in the spring. This should be let for approximately a million dollars.

The bond issue in Lower Lake passed so we should have some activity this year.

### NORTH DISTRICT

The picture hasn't changed much in the northern part of the district since the previous issue of "Engineers News". To recap a few things: Gordon Ball Co. expects to start its freeway job to by-pass Ukiah around April 15th. In the meantime a skeleton crew is employed on haul roads and odd jobs which will not count towards the short amount of time allocated to complete the work.

H. Earl Parker is becoming active in Casper on the Highway No. 1 project, while Absco Paving has been very active so far this year, but most of the activity has been due to the December floods.

Things must also be looking up for other work, because now Absco has added a portable hot plant to its growing list of equipment, and has a large crew working with hopes to continue at a good pace throughout the year.

Morrison-Knudsen Co., Inc. has been hiring operators, but there is no question the company has reached a peak in employment. Hughes and Ladd has resumed work on the Boonville job.

In the southern part of the district, the rock plants are going along fairly well. Chandler is trying to work on the Santa Rosa Creek channel job. Baldwin-Warren once again opening up its quarry on Brooks road; Arthur B. Siri Co. has scattered work; Argonaut Construction is "here and there"; Don Dowd with a little more activity than usual.

**Credit Union:** We could use more participation in our Credit Union, both investing and borrowing.

**Blood:** While there is still time, and you have the time, won't you please donate blood for your sake and a Brother member before the session gets in full swing. Our bank is becoming very low.

Brother Jack Coey has been ill in the hospital in Santa Rosa after falling on the Morrison-Knudsen job and injuring his back. We sure wish him a speedy recovery.

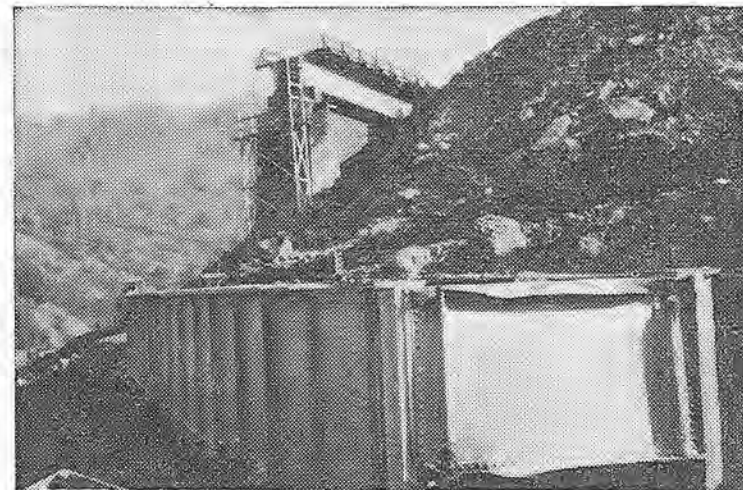
Brother Chuck Pogue is also recuperating from a leg ailment, and is home from the hospital.



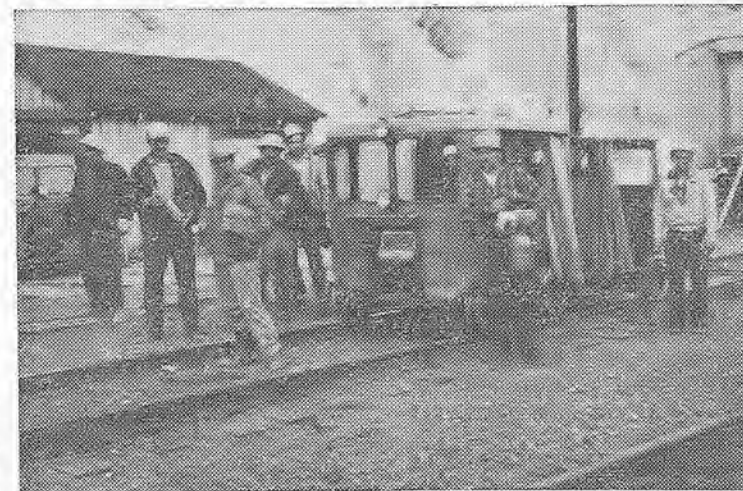
**LABOR OF LOVE . . .** James Holway, Local 3 grade checker from Santa Rosa, Calif., started this bust of late President Kennedy the day the latter was assassinated. It took a year to complete this bronze, 100 pound sculpture. Brother Holway is self-taught and used the cire-perdue (lost wax) method. He's been a member since 1958.



**FROM THE BEGINNING . . .** other picture of disappearing railroad bridge, with mountain tunnel in the background. It appears there never was a bridge, and crews are starting over again. Note high water level on hill at left.



**BRIDGE OUT . . .** storms wiped out railroad bridge in Island Mountain area. Here a stub sticks out while crews start building scaffold to the main frame. Rugged terrain in background gives an idea of some of the problems.



**REPORTING FOR WORK . . .** the Operating Engineers here report to work on a railroad "toonerville trolley" train. Here are the Brothers ready to replace the bridge at Island Mountain, shown above.

## Five Contracts Awarded by Water District

By AL HANSEN

SAN RAFAEL—Work in the north bay area is holding out fairly well—considering the time of year, however no big jobs are starting up as yet. The clear weather has kept quite a few Brothers busy. None of the jobs are operating in high gear as yet!

The Coyote Creek Flood Control project at Tamalpais Valley is now completed. The project began last July and was scheduled to be completed in mid-December, but was held up due to weather. The company, Elmer J. Freethy, installed creek concrete lining, seven bridges, and access roads. The last phase of the project was placing curbs and gutters.

The North Marin County Water District Board recently awarded five contracts totaling \$357,006 to: Kirkwood-Bly, of Santa Rosa, for water mains to serve the Scottsdale development west of Highway 101 and south of Novato Creek, and a contract to install a main along School Lane to the Black Pt. tank site; Maggiora-Ghilotti and Madsen were awarded \$68,771 to install a main along Sunset Parkway to Scottsdale development. Underground Construction was low bidder on a \$32,435 contract to install a main along San Jose Blvd. to Marin Golf & Country Club Estates.

Brown-Ely Co. was awarded a contract for extension of Tiburon Blvd. from Blackfield Dr. to a point beyond Reed Ranch Road, at a cost of \$469,930. The job calls for grading and paving of four-fifths of a mile, grading an additional two-fifths of a mile, and placement of rock along the bank of Richardson Bay to a point seven-tenths of a mile west of San Rafael Ave.

McGraw-Hill, Inc. has taken out county building permits for an office building and warehouse, totaling \$2.4 million, at its new regional location on a 100-acre site just north of Novato. The Novato installation will replace the present plant at Fiter Industrial Park in Corte Madera. McDonald-Young & Nelson at present have a Forklift on this job, and the dirt is in place.

Connors and Ritter have a few rigs scattered on several jobs at Peacock Gap, Marin Highlands and at Sunny Hills in San Anselmo, the site of a new shopping center development.

Postmeier Construction of Petaluma was awarded a \$249,000 contract to build school classrooms in Larkspur.

Jacobs Bros. are back at Harbor Pt. on the Freeman Paving job with a dragline.

Luhr-Wendt is back at Bel Marin Keyes with a few Brothers moving "blue mud," and M. W. Finley is surveying.

H & H Construction is a new company with offices in Novato. It is a partnership consisting of Alex Hooper and Ed Burke. They are doing a few jobs in the county at present.

F. Clementino, from Novato, manages to keep about eight Brothers employed on backhoes in various job locations in the county, mainly doing work for P.G. & E.

## How to Figure Cost of Credit

Add all costs you will have. (Add down payment and total monthly payments. Subtract cash price of what you are buying. Difference will be dollar cost of credit.

**EXAMPLE:** A refrigerator costs \$300 and can be paid for by making a \$12 down payment and 18 monthly payments of \$17.92 each.

**ADD:**  
\$ 12.00 Down Payment.  
\$322.56 (\$17.92 multiplied by 18)

**SUBTRACT:**  
\$334.56 Your total cost on credit  
\$300.00 Price you would pay if you had cash.

\$ 34.56 Dollar Cost of Credit  
\* Charge is figured at \$8 per \$100 per year on \$288 (\$300 minus \$12 down payment). This is a simple annual rate of 14.8%.



KEEP ALIVE IN '65

# Accident Rate Jumps During First Quarter

By DALE MARR and  
FRAN WALKER

The first quarter of the "new year" is now history, and though Winter weather has slowed much of the work our accident rate has increased at an alarming pace.

There are a number of reasons for the increase, but the unfortunate part of the story is that virtually all the accidents could have been avoided.

We hope that by calling attention to a few of the problems, we can avoid some recurrences of these accidents.

There have been a number of problems caused with crane operators hitting high voltage wires and injuring or killing our fellow workmen.

As most of you fellows know,

the crane operator is held legally responsible for the safe conduct and operation of his crane around high voltage. If he violates the "six feet from high voltage" warning, he not only violates the state safety orders, but section 385 of the California state penal code!

At this moment there are several Operators facing stiff fines or jail sentences for this act.

We constantly stress to our Operators to give us a call when anyone in supervision instructs you to place your crane working near high voltage wires. If you are ordered into a dangerous position, that is, working near high voltage, give us a call and refuse to do the work until someone looks at the job.

Don't, under any circumstances

walk off the job until we get there!

Manager Al-Clem has ordered all agents to police this kind of call immediately. So if you call, we'll be there. This has become a very serious problem, and one that we must eliminate! Please help us on this problem.

We also have had a number of serious injuries resulting from moments of carelessness by operators who are fully qualified to run the equipment they're on.

The records show the majority of these accidents happen to operators so familiar with what they are doing that they lose all fear and respect for their equipment and work.

We have been told by several

of the old timers that they just became careless for a moment and something happened that they weren't expecting.

The records also show that rarely is anyone injured or killed on so-called "dangerous work."

We ask that all Brother Engineers cooperate with your Safety Committee on the job and with our staff representatives by reporting any unsafe conditions to us which you see. If you fellows will do this, we are sure we can cut down the accident rate.

We hope to enlist the help of everyone in the field to realize our safety goal for this year — "Keep alive in '65." Don't learn safety by accident.

## Small Jobs Dot San Francisco

By A. J. (BUCK) HOPE,  
GEORGE BAKER and  
JIM MEEHAN

SAN FRANCISCO—The "City by the Golden Gate" is busy with hundreds of smaller jobs, and this month welcomes its new District Representative, "Buck" Hope, who for 15 years occupied a similar job in San Jose.

Buck has been with construction since 1938 as a member of Local 842 before the amalgamation with Local 3. He bid a fond "farewell" to his San Jose Brothers, and says he appreciates the help the San Francisco Brothers have given him since his appointment by Manager Al Clem last month.

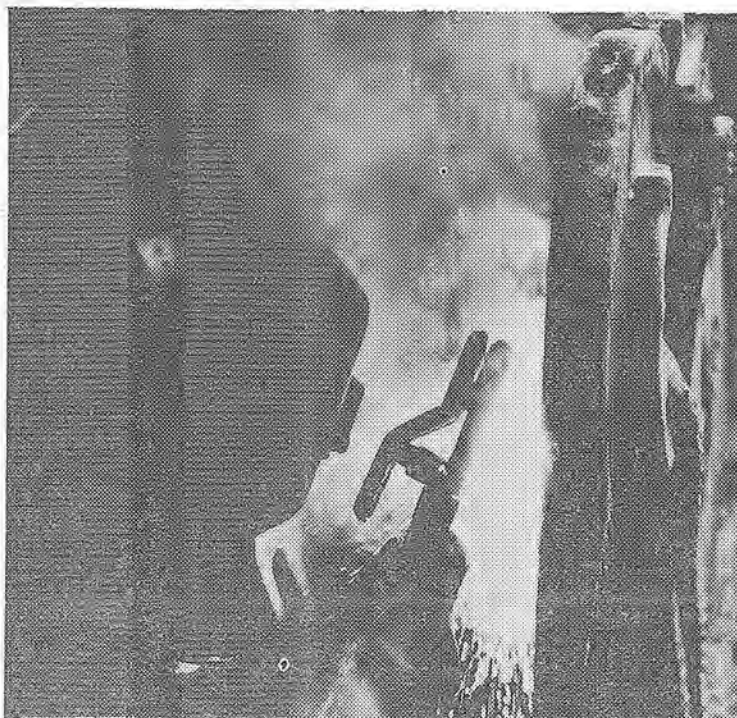
On Treasure Island, they're breaking up the old naval gun placements to make room for additional on-base housing, reported as a \$4 million job. East Bay Excavators are handling the demolition with ball and chain.

Rains and overpass work interrupted the Junipero Serra Freeway job for Peter Kiewit, but they're back at it again on the dirt spread near the new Mary's Help Hospital.

Downtown, the Wells-Fargo building, some 44 floors and tallest in the Bay Area, is going up with the steel framework handled by American Bridge. There are about 12 floors up and a lot more to go.

The Fox Plaza, which advertises that "the best shows play the Fox Plaza," has hundreds of "sidewalk superintendents" on the job watching progress of the 29-floor Cahill Building. Flora Crane did the excavation with Raymond Pile punching pilings.

Up on Cathedral Hill, Dworman Associates and Cathedral Hill Corp. is reaching for the sky with huge apartments. Flora has the excavation on this project and Barnaby Corp. of New York, will do the concrete.



**HARD FACE . . .** welder Ed Chamblin, working on Ets Hokin's Ralston Powerhouse job, is shown cutting hard face from shovel bucket.

slowly but surely; a lot of the boys are being called back to their jobs by the employers, and we are placing a few with new employers. Generally, however, work is still slow. Classes in these areas are moving along well. The boys are attending classes faithfully, and this tells us the boys have a great desire to become good Operating Engineers.

We want to stress to the apprentices that they have three obligations to uphold: one, to themselves, to become good Operating Engineers; two, to their Union and three to their employers. We can place them with the contractors but you fellows as apprentices have to sell yourselves and the program.



better helping hand than when the apprentices did not have an insignia when we first began.

As the coordinators in the various areas check on the progress of Apprentices they are often asked: "How are they doing in the Apprenticeship Program?" Perhaps it would be appropriate at this time to flip the coin over and ask; "How are YOU doing in the Apprenticeship Program?" Journeymen are the life blood of the program! Without you, it could not exist.

The Apprentices have been issued buttons and hard-hat emblems which bear the inscription 'Apprentice.' These are not for the benefit of the man wearing the button. He knows he is an apprentice. These emblems were issued so that the journeymen can recognize an apprentice on the job. It is, in fact, an appeal for your assistance. Right now we want you to know that the response you "old-timers" have given to this appeal has been of tremendous value to the program.

Not every job has an apprentice working on it, and it may be some time before this can or will happen. But on those jobs where there is an apprentice working we have found the journeymen more than willing to help these beginners with the voice of experience. Thanks, fellows.

Management and the Union meet monthly as the Joint Apprenticeship Committee to properly guide and administer the apprenticeship program, with eleven sub-joint apprenticeship committees working under them. To keep you informed of the activities of these committees we are certifying members as Journeyman Educational Committeemen. If you are interested in becoming a member of this committee, please let your apprenticeship coordinator know. We would like every journeyman to understand how this program functions, for we know that when this information is received by you, we get wonderful cooperation as a result.

San Jose, San Mateo, San Francisco, Marin: Apprenticeship in these areas is growing

## What's Doing?

### NEW IDENTIFICATION BUTTONS, HAT DECALS FOR APPRENTICES

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

From our point of view, work looks very good. Eureka will be in short supply for apprentices that live in the area, and those of you thinking of going to another area to work, contact your sub-Joint Apprenticeship Committees before anything else!

Penalties are mandatory unless you transfer correctly and follow the rules. If you don't know or are unsure, ask your local Apprentice Coordinator.

Eureka and its area is digging out and will be ready to get to work on rebuilding, but some emergency work is still in progress and some places are still on the detour list. Hoffman employs apprentices as does Mercer-Fraser, Granite Co. and John Johnson and other contractors in the area. Orby Beck and others are rotating on their job training with the excellent co-operation of these Contractors.

#### EAST TO REDDING

Over the hills to the East, Redding has been waiting for good weather and sunshine to get there. Few jobs have held up this winter. Redding is doing well with the Pit Projects, picking up after the winter slow down.

Peter Kielit is beginning to move by adding more apprentices to the McCloud Dam. S. K. M. M. are finishing their tunnels while Granite Construction is digging in on Iron Canyon Dam.

Walch Construction Co. will be setting penstock on the Pit Project. Gordon Ball, Norman Fadel and F & W are adding highways at a good rate. These contractors are highly in favor of apprenticeship and its benefits.

#### VALLEY AREA

Moving down the valley, Chico and Oroville area: Apprentices are helping to build dams, road, etc. Work looks good in this area for this summer and we hope many apprentices will get their first taste of Construction.

The apprentices now have a distinctive decal and button which should be worn with pride. Journeymen who see the buttons and decals are giving us a

## Obituaries

March, 1965

Name	City	Init. Date	Date of Death
C. O. Ames, Redding, Calif.		10- 2-37	3-18-65
LaVerne Anderson, Marysville, Calif.		3- 2-46	3-28-65
Edward Armstrong, Pleasant Hill, Calif.		6- 6-42	3-25-65
L. H. Berry, Sterling City, Calif.		8- 7-54	3-26-65
Elmer Burger, San Francisco, Calif.		9- 6-47	3-11-65
Clarence Carnahan*, Watsonville, Calif.		3-31-62	2-16-65
Earl Crawley, Oroville, Calif.		8- 7-48	3-23-65
Nolan Edwards*, Sandy, Utah		11- 1-52	3- 2-65
Milton Gamboni, San Anselmo, Calif.		5- 3-52	3- 6-65
Wm. Gutridge, Sacramento, Calif.		2- 7-42	3- 6-65
Jack Hamilton, El Cerrito, Calif.		10- 4-52	3-28-65
C. E. Harless, Novato, Calif.		7- 2-49	3- 8-65
Owen Haney, Emeryville, Calif.		10- 3-03	3-27-65
Eugene Kendall, Folsom, Calif.		2- 6-43	3- 6-65
Ralph Lister, Newark, Calif.		9-10-55	3-14-65
J. E. (Jack) Lloyd, Merced, Calif.		3-15-41	2-28-65
Robert Marler, Chico, Calif.		12-20-64	2-27-65
Glen Marshall, Santaquin, Utah		8- 1-42	3-15-65
Ivan McKenzie, Winnemucca, Nev.		11- 4-62	2-26-65
Kenneth McGaha, Palermo, Calif.		7-12-47	3-15-65
Fred J. Milleson, Wheatland, Calif.		10- 4-52	3-16-65
Claus Peterson, Antioch, Calif.		12- 4-37	3-14-65
James Petit, San Jose, Calif.		11- 2-28	3-14-65
Arthur Pleas, San Francisco, Calif.		6-25-42	3- 2-65
Doyle Seitz*, Deaver, Wyoming		12-22-63	3-21-65
Nick Shalk, San Leandro, Calif.		6- 7-59	1-13-65
Earl Shaw, Arbuckle, Calif.		1- 5-57	2-27-65
Keith Verdier, Castroville, Calif.		11- 1-52	3-26-65

\*INDUSTRIAL ACCIDENTS (3)



Sacramento Report

Persistent Winter Weather On Capitol

By ERNEST NELSON, AL DALTON,  
CLEM A. HOOVER, and JERRY ALLGOOD

SACRAMENTO — This area, along with the rest of northern California has been "dogged" by inclement weather. Just about the time that things look like they're coming up right, dark clouds and rains hit the valley areas, and snows blanket the mountain areas.

Despite the weather, however, we did manage nearly 240 dispatches through the office during March. On the gloomy side, however, there are still some 1200 on the out-of-work list.

Contractors have seen a break in weather here and there, and have called many back to work.

SACRAMENTO AREA

The county supervisors awarded a contract to A. Teichert and Sons, Inc., to widen 1.4 miles of Greenback Lane from Auburn Boulevard to San Juan Avenue, from two to four undivided lanes and install signals at Greenback and Auburn.

About 80 trees on the north side of the road will need to be cut but 49 trees on the south side will remain. Teichert's bid was \$181,852.00. The estimated cost was \$202,008.00.

A low bid of \$75,895.00 submitted by Granite Construction Company, of Sacramento, for work on the new Casa Roble High School in the San Juan School District was accepted by

the district's Board of Educators.

The contract includes grading and site preparation for the school which will be located in Orangevale. The grading will begin immediately with first classes expected to start in September, 1966.

Fair Oaks Boulevard, at Carmichael, will be widened from Eastern to Frontier Way under a Sacramento County road building program in which three North Area projects will be allocated \$850,000.00.

The Boulevard will be widened at a cost of \$20,000.00 for the 2.7 mile strip to four lanes of 48 feet with 6 foot wide shoulders.

Signals will be placed at Saverien Drive (near Eastern), where a temporary signal now exists; at Arden Way, now a four-way stop, and at Walnut.

There will be lessening of the curves and improvements in the dips and rises. The county plans to grade and fill to make a smoother driving surface.

When completed, late this summer, Fair Oaks will be four lanes from Sacramento to Carmichael; some of it divided, and some of it divided by a line.

Added to this will be improvement of Manzanita from Cypress to Auburn to four lanes at an approximate cost of \$350,000.00.

The third improvement will be widening Auburn Boulevard, from Watt Avenue to Park Drive, completing this as a four lane road.

Paving will be 60 feet wide and will be striped with a center section for passing. Bids for this have been called for March 10th.

It is estimated that the cost will be \$178,000.00 of which \$23,000.00 will be for sewers. In this project, sewers are to be laid before the pavement so there will be no cutting of the streets later.

The project also calls for widening of Arcade Creek bridge. Some state funds will be available for this project too.

The board of Supervisors today set March 24 to open bids on widening of parts of Madison Avenue and Sunrise Boulevard in the Carmichael and Orangevale area.

The work, estimated to cost \$510,235.00 will be on Madison from San Juan to Kenneth Avenue and on Sunrise from Fair Oaks Boulevard to Greenback Lane. The total distance on both streets is about five miles.

Signals will be placed at Madison and Kenneth, Madison and Sunrise, Sunrise and Sunset Avenue and at Sunrise and Winding Way.

MOUNTAIN WORK

Work in the mountains has picked up. American River Con-

structors are working 10 hours, 2 shifts on the rock work at Hell Hole and also on the transition plant while mechanics are working three shifts, six days. They hope to start the dirt work at Hell Hole by the 1st of April providing the weather holds out. They brought their DW 21s over from French Meadows for "The Big Push." At Long Canyon and Middle Fork, the tunnels are making good progress with two headings going at Long Canyon.

Ets-Hokin is going strong on the powerhouse jobs at Oxbow, Ralston, Middle Fork and Hell Hole.

American River Constructors has been busy at Oxbow building roads and locating material to start the crusher. Kirst Construction Company will run crushing operations.

Emil Anderson Company is going strong on the Auburn Tunnel job. The outlet heading is ready to start drilling as soon as the inlet is shut down. On the tunnel at Hell Hole, it is in the cleanup and gunite process, and should be finished in about a month.

Paul Hardeman is not doing too much on the N.I.D. project, while there is some work left at Jackson Meadows. Snow has held them up.

A pre-job was held on March 17 with Lee Stephens, Inc., on the Weimar and Illinoistown jobs. This consists of two over-

passes and approaches over Interstate 80. Running a little over \$800,000.

Trico Contractors has a small job at Grass Valley Airport. King Pipelines will lay the pipe on this job.

PLACERVILLE AREAS

J. A. Jones Construction Company will be finished on Robbs Peak Powerhouse this month. This company has been around this area for quite some time. The Brothers have made good money with this Company.

Granite Construction Company is going to hold up finishing its highway job until the last of April. They have a housing job in Diamond Springs area that will be starting soon.

The Henningsen Ready Mix Company at Placerville is running its Plant at Coloma stockpiling and furnishing material to a batch plant for the Walsh Construction Company at the White Rock Tunnel.

Del Cable, Inc., is back to work in the Cameron-El Dorado housing project, and there is talk of another job in Todd Valley.

Kuckenburg Construction Company, on its Highway 50 job east of Sacramento, is calling its men back.

Fadel Construction Company is neighboring the Kuckenburg job and have a lot of muck to move. It looks like it could run into rock work. The company purchased a new D-9 Cat with a good ripper, and a D-8. There is a small crew working now and will add to it later.

One of our "A" oilers from Pollock Pines, young Bill Larimer, has taken a job in the Sheriff's Department as an officer. We congratulate him!

Redding Curtailed by Weather; 86 Pints of Blood in Bank

By TOM ECK, JERRY MARTIN, and ED DU BOIS

REDDING — We're all hoping clear skies and good Spring weather will "park it" and stay with us, because the good sunshine brings on the requests for more dispatches.

Valley Engineers saw a break in the weather and kicked-off its Cow Creek pipeline job. This job amounts to \$3,510,381. The right-of-way has been underway for a few weeks.

Rains have curtailed a lot of work underway and more on the drawing boards. Granite Construction Co. has been moving in equipment and pioneering roads into its pipeline spread for the Buckeye Water District job of \$860,000. Granite, also, will set up a pre-cast yard to manufacture manholes for this job.

Ferry Brothers "broke loose" with its hot plant, crusher and

CTB plants back in action along with a new belt loader.

Ben C. Gerwick is back on the river crossing at Anderson and should wind up in a couple of weeks with the pier installation. This will make room for Gordon Ball Co. to get the river crossing out of the way. Ball is winding up the "Thru Redding" portion of the freeway. Paving bids will be coming up soon.

Purtzer-Dutton are keeping a pretty good pace on the pump plant here in Redding.

Out West of Redding on Highway 299 Jaxon-Baker have set in on the laying back of several slopes.

Fredrickson-Watson Co., of Red Bluff, is running "full bore" on the freeway spread and this should be a real good job. They are busy setting up a plant yard crushers—hot plant and all.

C. J. Woods have a small job at Eagleville—they have two Cats on one job and another Cat about 2 miles south of Eagleville with a Dragline on the Bare Ranch Creek.

Peter Kiewit Sons started the job at Hilt with two shifts and have about 20 men working and should need about 10 more before very long.

The Iron gate repair job hasn't started as yet as the water has not subsided.

We were fortunate in signing one of the bigger contractors that were from out of Loggers Jobbers and we hope to get more in the future.

The Shasta Line Products is a small firm that is trying to get started at Gazelle—we hope to have them signed in the near future. This type of job is very hard due to the fact that any-

thing over a gentle wind forces them to stop work because the wind blows all the powder away.

Granite Construction Company should start their earth fill dam soon as they have about finished putting the pipe in the bottom of the dam. The placing of dirt should start real soon—this should involve about 30 members.

Peter Kiewit Sons have subbed out the truck hauling to W. H. O'Hair as they are going to haul the dirt for the dam by truck. They will use small trucks to start and, as they have more room, they will have bigger trucks.

The members and their wives gave to their community pints and pints of blood at the Annual Blood Drive held February 18. The community spirit is an annual thing for these members and a large number attended. Those who haven't given may still do so any Monday, Wednesday or Friday in the basement of Mercy Hospital in Redding.

Mondays—5 to 8 p.m.

Wednesdays—12 to 3 p.m.

Fridays—5 to 8 p.m.

At the close of February, the Redding Bank showed a balance of 86 pints. We sincerely thank each and every one of the following donors for helping this worthy cause:

Joe Ames—2  
Billie Bartlett  
W. H. Bartlett  
William Baumann—2  
D. F. Beier  
Jim O. Binkley  
Jean Blessing  
Noel Blessing  
Cliff Brannon—2  
Ted Carson  
Wilma Carson  
George Coleman  
Bert Cordell  
Fred Crandell—2  
Gary Cunningham  
Ed Closs  
Kenneth Cunningham  
Avis M. Cullis—2  
Rose Deetz  
Wm. Correll

CREDIT UNION

DISTRICT 9

San Jose—April 15, Thursday, 760 Emory Street, 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, 1444 Webster Street, 8:00 p.m.

MAY

DISTRICT 5

Fresno—May 5, Wednesday, 3121 East Olive Street, 8:00 p.m.

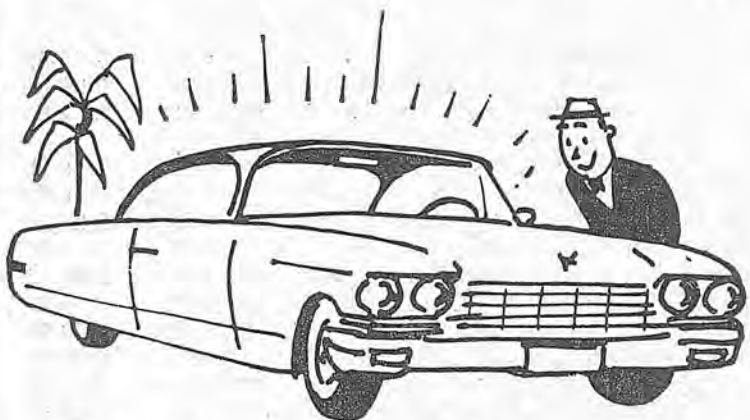
DISTRICT 10

Santa Rosa—May 12, Wednesday, Veterans Bldg., 1351 Bennett Ave., 8:00 p.m.

Paul D. Dunn  
John DeJong  
Ed L. DuBos  
Delbert G. Day  
Tom Field  
Robert Forbes  
Bob Felsner—2  
Don Griffith  
Bob Granneman  
Bud Hasha  
Lillian Harty  
Luella Hedges  
Gerald Heltzel  
Gerald Jennings  
Orvil Johnson—2  
Hershel D. Krigbaum  
Lee Lucas  
Bryce Modrell  
Frank Mello—2  
N. J. Sheeran  
Art Wagon  
Ed Milligan  
Ruth Hurlbut  
Kirk McGowan  
John Nash  
Merle Pasley  
Ann Pasley  
Stella Phillips  
Fred Phillips  
Frank Rose  
June Schjoth  
T. B. Shannon  
Cliff Robinson  
Rhebon C. Smith  
Laura Sneed—2  
Harold Stevenson  
Anita A. Thurston  
Ruby Vardanaga—3  
Willie Vardanaga—3  
W. J. VanOsdal  
Barney Word  
Dorothy King  
Shirley Stockton  
Walter Hurlbut

NOTE: The number after the name indicates the pints of blood given since the previous blood drive January 30, 1964. Those not noted gave one pint.

BUYING A NEW CAR  
OR PICKUP?



Check with your Credit Union first for easy financing.

See the Loan Officer in your Local 3

district office for details.

Operating Engineers  
Local 3 Credit Union



## Credit Union Comes to Utah

## Spring Weather, Optimistic Outlook Seen

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

SALT LAKE—We should be singing "Springtime in the Rockies" but at this writing we are experiencing some very changeable weather and no one would dare to predict an early Spring.

However, the contractors have their equipment out of "moth balls," and are ready to go. Many are moving onto job sites, and are making every effort to push ahead.

Those who attended the latest District Meeting know we have two new members on the Grievance Committee: Brothers Paul Wright and John Moody. Brother Clair Doyle was re-elected, and Brother Clarence Bruner remains as the Executive Board member.

We know you are all interested in our Credit Union and many have read the favorable reports in the recent issues of "Engineers News." We are looking ahead to the opening of a credit office here in Utah, and solicit your membership in order for this to be possible.

The benefits have been described in recent issues; however, if you have any questions contact the Salt Lake office or your representative.

Your first step, of course, is to become a member by purchasing two or more shares at \$5.00 each plus \$1.00 for entrance fee. If you do not have an application card you may obtain one at your nearest office.

Now is the time to join. Save by buying shares and insure yourself for any future liability which may necessitate borrowing. A loan may be secured at a minimum rate of interest with no charge for the life insurance incorporated into the loan. You have a life insurance policy also on your savings at no cost to you. This is your credit union; let's make it a success!

## SALT LAKE AREA

March weather has favored "dirt workers" this year to the extent that at present the Brothers

have a month bulge over the usual. The weather is acting up a little at this time, but it has been good long enough to get most of the Brothers a good early start this year.

Western Knapp Company is working two shifts in its R.R. Grade and crushing plant for Kennecott Copper Company. Brother C. R. Rasmussen is Steward and Brother Jim Vaughn is Safety Committeeman for approximately 70 of the Brothers on a two-shift basis.

Kaiser Engineers are working at Garfield rebuilding some of the old structures and facilities which have been in operation for many years. A. J. Mackay Company has subbed the demolition from Kaiser. Brother George Farrell is Steward and Brother Nephi Nemelka is Safety Committeeman on this job. Stearns Rogers Company has a fork lift on this job operated by Brother David Lord.

Gibbons & Reed Company has doubled the crew at Parley's Canyon recently. A fine crew of 26 Brothers are at work on this project. Brother Shirley Craig, who has been operating the new 180 D, has consented to supervise Gibbons & Reed's recently acquired \$3 million plus job in Weber Canyon. Brother Bob Anderson is now running the 180 D, and Brother Joe Ernest is oiling the rig.

The building jobs are still going strong. The University Club building is almost complete as far as the operators are concerned. The Kennecott Building is in the same stage of completion. Brother Aubrey McCarrell is operating the elevator and is the only operator left for Oakland Construction.

The joint venture at Crescent, Utah, by James Reed Company and J. M. Sumsion Company has moved into high gear. The Brothers are pulling belly dumps behind the 20's and S-18's. Brother Jack Daugherty is superintendent, and claims to be moving

from 15 to 20 thousand yards per shift. Brother Tom Maloney is Steward on this job.

## NORTHERN AREA

Work in the Northern Area is getting underway. We are starting a few Brothers out, and we are hoping that by the time this news gets to you we will have most of the Brothers off the out-of-work-list.

Morrison-Knudsen Co. should have a full crew on its Echo Junction job in about two weeks. Gibbons & Reed has three jobs that should get started between the 1st of April and the 15th of April which will be very good jobs close to Ogden.

Fife Co. has two good jobs going and a third is getting underway. These jobs take a few men every day.

J. B. Parsons Co. has had a very good crew of men all Winter on its projects at Roy and Ogden, which have been a "life saver" for about 20 Brothers this Winter. This Company also has a job at Park Valley. This is in a remote area and at this writing there are problems getting remote area pay. We hope to have this problem settled shortly.

Steenberg Construction Co. is starting to call a few "old hands" back, and should have a full crew by April 15.

R. A. Heintz Construction Co. will get started on its Causey Dam job just as soon as the mud dries.

Wheelwright Co. is starting to call for a few Brothers on the canal project to get going before the high water arrives.

Kloepfer Co. has kept a crew going all Winter on water laterals at Layton.

## PROVO AREA

The out-of-work lists in Provo are shrinking with more companies starting up where they left off last Fall.

Pacific Pipeline Construction has called back most of its crew on the pipe coating facilities located near Geneva. This company has contracts for coating over 150 miles of pipe to be delivered in the northwest by rail. This job will keep about 10 Engineers employed throughout the coming season.

American Bridge Co. recently completed the overhaul of two over-head cranes in the slab mill and anticipate more repair work on cranes along with possibly a blast furnace overhaul towards Fall.

Lowdermilk has not started the upper contract on their Price Canyon project but has been crushing and working the lower part of the canyon.

One of the members recently was involved in an accident while running a 46 A dozer. Pat Caldwell suffered a broken collar bone when the Cat he was operating slid over the embankment rolling over several times. He was hospitalized for a few days but is ready to go back to work.

W. W. Clyde Co. has started to go on Huntington Dam. Norman Clyde is superintendent on the job with 12 operators employed. Eventually they want to start a second shift, but must wait until the temperature is mild enough at night.

Heintz Co. has nearly a full crew with all the Engineers back on the payroll from last Fall,

and a few who have been transferred down from the Causey Creek Dam near Ogden.

Steel Erection & Rigging has two men back on the bridges near Hite, and is starting another job at Eagle Canyon where Strong Co. has been working an I-70 all Winter.

Whiting & Haymond has weathered the Winter at Bluff and is setting up its crusher with the grade nearly finished.

## SOUTHERN UTAH

W. W. Clyde's job, at Springville, is going full blast and has increased the number of Engineers. The fill material is slag from the old Ironton Plant located at Springville. This is a belt job with the company using a Kolman conveyor.

Brother Paul Madsen is the operator on the belt. Brothers Derlin Murray, G. M. Worwood, Brigham Young, Vic Anderson are on dozers pushing into the Kolman. Brothers Leland Grey, on the Michigan on fill; Dennis Crowley, dozer on the fill; Jodie Jensen on blade; Charles Sabey on dozer; Paul Lindsay, pit foreman, and Ed Monroe, fill foreman.

On Clyde's job at Payson, the company has the I-15 contract which joins onto their I-15 project at Springville and runs to Payson.

Tiago Construction will start back to work on a project at Cove Fort the 29th with 10 or 12 Brothers working. Most of the dirt is moved, but there is a lot of finishing to do.

L. A. Young was awarded a highway contract at Milford and has started clearing and moving dirt.

W. W. Clyde should be started at Cedar by the time this hits the press. Brother "Skinner Peterson" will be the superintendent on this project.

With the expiration of the contract with Utah Construction Co. and Mining at Cedar City, we will be starting negotiations with the company soon. We held a meeting with the membership of the Iron Mines in Cedar City and the Brothers present gave us their support towards negotiations.

There are a number of Brothers employed in permanent shops throughout the southern area during the long winter months.

## KENNECOTT COPPER

The scene today at the world famous, open-pit copper mine of Kennecott Copper Corporation's Utah Copper Division is one of expansion.

In 1963 the division began a \$100 million, four-year expansion program to increase copper production. A major phase of this program involves the replacement of rail haulage with trucks in the removal of overburden from the mine. Ore continues to be hauled by trains.

During the changeover period, more than 200 employees had been trained to drive the fleet of new 65-, 85- and 110-ton haulage trucks, which now number 79, and 140 trained as mechanics for the trucks and associated equipment.

Members of Operating Engineers Local No. 3—about 400 at the Bingham Mine—are operating new equipment, more massive than ever before.

Your membership meetings will be held on the first Thursday of every month, starting with Thursday, May 6, 1965. Please keep this in mind as we will not send out cards for regular meetings. If a special meeting is held you will be notified by card.

Operating Engineers are manning the big 12-yard electric shovels, which have a 24-ton capacity earth and rock moving bite. Dozers operated by the Engineers help keep the new trucks rolling, 24 hours a day, seven days a week, by clearing roads and bench levels of the huge mine. Union cranesmen manage on-site lifting and moving tasks, using both rubber and rail-mounted cranes.

Some of Local No. 3 men are busy with new construction projects in other phases of the overall expansion work. For example, Company is building a new 500-million gallon reservoir, which Gibbons & Reed Construction is being carved out of the foothills near the mine's precipitation plant at the mouth of Bingham Canyon, and rail lines are being moved to make room for a new plant near the present site.

The main aspects of the overall expansion program include these projects:

(1) Conversion of the mine's waste haulage system from rail to trucks.

(2) Expansion of mine dump leaching increase precipitate copper production. Note: Bechtel Corporation is the prime contractor with a \$16,000,000 contract. Hoover McGhan received the sub-contract on leaching for \$125,000.

(3) Western Knapp has the contract on the construction of a crushing and grinding plant to process additional tonnage from the mine.

(4) Expansion of railway ore haulage facilities — additional locomotive and ore cars, and construction of a new rail spur to the new crushing plant.

(5) Modification and improvement of the division smelter facilities.

(6) Development of additional water sources.

As these projects progress, Operating Engineers Local Union No. 3 will continue to play an important part in the successful completion of the major expansion at Kennecott's Utah Copper Division. All aspects of the program are scheduled for completion by January, 1967.

## SPECIAL KENNECOTT NOTICE

All members on check-off are urged to bring their dues up to date and make an attempt to be paid one month in advance for insurance purposes. Your International benefits are not payable unless your dues are paid up at the time of death.

Anyone who is ill for one month or longer contact either your business agent or steward and obtain the necessary forms to be signed by your physician for your dues to be paid while you are off.

## IMPORTANT NOTICE

New address for Salt Lake City Office:

1956 West North Temple,  
Salt Lake City, Utah  
New Telephone Numbers:  
328-4946 - 328-4947

## Personal

We extend our sympathy to the family of Nolan Edwards, Kennecott member, who was killed when the cat he was operating overturned.

## FIGURING THE JOB

COSTS can be REDUCED by proper and sometimes special EQUIPMENT APPLICATIONS.

ERBCO competent sales engineers know jobs—can suggest machines and methods to do the job better and to reduce costs. Call any ERBCO office or salesman.

get it from

EDWARD R. BACON COMPANY  
CONSTRUCTION EQUIPMENT

Folsom at 17th Street, San Francisco, Calif. 94110 HEmlock 1-3700  
Sacramento • Oakland • Fresno



## Oakland Is Buzzing

# East Bay Face-Lifting, Transit, Airport Tops

By ED HEARNE, "TINY" LAUX, STAN GARBER, VANCE ABBOTT, JERRY BLAIR and TOM CARTER

OAKLAND—Old Man Winter has finally relaxed his grip on Alameda and Contra Costa Counties and the contractors have responded by starting up their jobs. The out-of-work list is still large but beginning to shrink a little. We hope that by the time you read this we have everybody back to work.

In and around Oakland and Alameda the work is showing every sign of recovery.

Mountain Boulevard is the scene of much activity with L. C. Smith and Gordon H. Ball moving dirt on their jobs and trying to finish so that traffic may be turned loose by this Fall.

Guy F. Atkinson has two jobs in various stages of completion right here in town. Their job on the Caldecott Tunnel approach is going at full speed in an attempt to get finished and the new Sports Complex job is just getting started good. By the time you read this we should have quite a few members working on this latter job.

### DOWNTOWN OAKLAND

Downtown Oakland is undergoing a face-lifting with crews wrecking buildings and right behind them are the crews putting new buildings where the old ones stood. The new Wells Fargo Bank building and the addition to the Telephone Company building are examples of the change taking place.

We had the pre-job conference with Shea-Kaiser-Macco covering work to be done on the Rapid Transit Tunnel through the Berkeley Hills. It looks like this joint venture firm will not be bringing anyone with them and will fill most jobs from our out-of-work list. They will have in the neighborhood of 60 Operating Engineers working three shifts for the next three to three and one-half years on this job. We will have more to say as it starts to break. Work is going on now preparing the portal sites so that they can start underground.

### CONTRA COSTA COUNTY

Mud, which has gripped east Contra Costa County, has relaxed a little in the past few weeks, and the work picture has greatly improved with most jobs rapidly getting back on schedule.

An impressive change in the landscape is daily taking place along the Rapid Transit right of way through Concord and Walnut Creek. Rails are going in place on the first section. This should near completion in conjunction with the car repair and service barn, which is nearly ready for outfitting in preparation for the first rolling stock to be assembled for test purposes this month.

Massman Construction Company is making good progress on the overhead section. Thirty of the 44 support columns have the piling driven and 25 are up to the cap and are ready for the post tension girders to be set in place.

There are two parallel girders approximately 70 feet long and weighing approximately 100 tons each. These are poured, steam-cured and post tensioned, on the job site as near to their final placement as is practical. The first pair of girders are

nearly ready to be hoisted into place by two cranes.

After the first girders are in place the balance will be hoisted and positioned by a specialty constructed four-legged gantry crane called a "traveler." (See picture.)

The crane was designed and built by the Bigge Company. Its four legs rest on rail carriage and rise some 40 feet to the bridge, which is 50 feet wide and spans the two girders.

It has a lifting capacity in excess of 100 tons, provided by a 27-ton hoist mounted on one rail carriage; 6,000 feet of cable is used to propel it along the tracks. It is expected to be used extensively on the overhead portions of this system.

A pre-job was held with Alex Robertson, Bakersfield and M.G.M. on a 125-mile pipe line for Standard Oil. It is to run from San Jose to Sacramento and a branch into Martinez. It is to start near the Bethel pumping station and should kick off the first of April.

### SOUTHERN ALAMEDA

McGuire and Hester has begun work on the Hayward Airport job laying pipe with Brothers Al Englund, on a Model 6 Hoe; Sam Haley on Loader; Lynn Covey on Backhoe, and John Norberg oiling. They will fire-up the Scrapers on the dirt end of the job within the week.

Oliver De Silva Construction is starting a couple of sub-divisions in the Fremont area. The

company is getting production out of its five Hancock scrapers.

O. C. Jones started site work on the \$3 million Montgomery Ward Shopping Center and the Fremont Hub. The men are also putting in a sub-division in Hayward. There are approximately 15 Engineers keeping busy between the two jobs.

There are two housing developments forecast for the near future in the Fremont area. Transamerica Development Company is going to develop 300 acres near Newark, which will consist of 1,000 homes and a man-made lake. This job will start within the next month with a total expenditure of \$30 million.

Brad-Rick Homes is planning to build a complete community near Mission San Jose. The development will take in 500 acres and cost \$50 million.

A contractor in the Fremont area was telling us that one of his engineers attended the M.D.T.A. program to learn to run a dozer. He said it improved him 100 percent. He has nothing but praise for the program. This is what we like to hear.

### MODERN BRICK PLANT

Western Knapp Engineering, division of Arthur G. McKee of San Francisco, is doing the remodeling and adding to Port Costa Clay Products at Port Costa, California. It's a \$3 million to \$5 million job, and will be the most modern brick plant in California when completed. Bob Smith Excavator has the

sub-contract to move 70,000 yards of dirt on this job. This portion of the job will be completed by the time this paper goes to press.

There will be erected a 500-ton-a-day, light weight aggregate plant complete with material handling system from quarry to plants, new preparation and drying systems, four- and five-foot tunnel kiln, and a light weight aggregate rotary kiln—170 feet long and 11 feet in diameter. The present completion date is January, 1966.

This job is under the supervision of Brother Jim Thompson. On the job, we have the following Brothers: Chief of Party, George Devaney and Richard G. Brown; Instrumentman, James Thompson; Head Chainman, Ben Moyer; Operator on 40-ton Loran Crane is Tommy Byars, and the oiler is Roy W. Carpenter. Conrad Horn is the loader operator and Volny Janes operates a small backhoe.

### SOUTH ALAMEDA

At Guy F. Atkinson's pumphouse job, near Byron, they are pouring concrete and setting rebar and panels. They are approximately twelve feet out of the rock structure, which puts them at the ground level of the pumphouse floor.

It is 250 feet below the natural

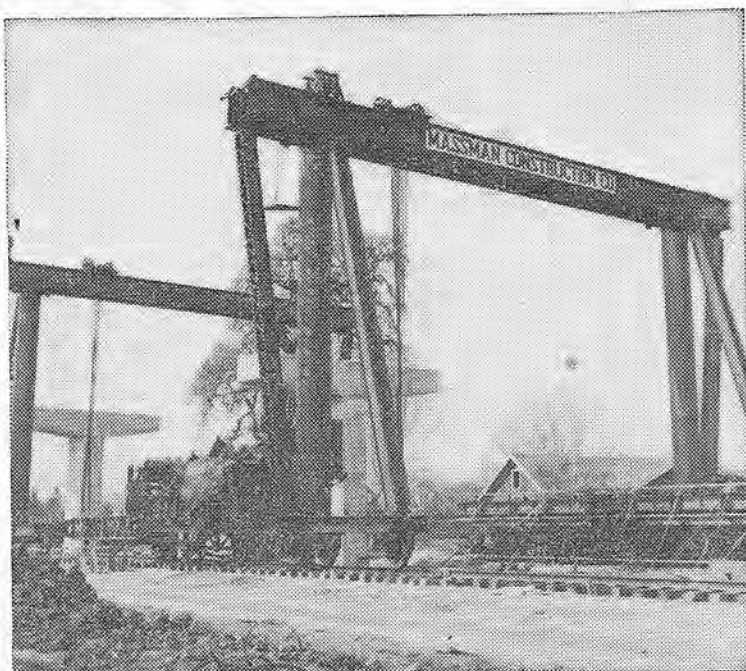
ground level and 30 feet below sea level. The amount of concrete to be poured is 40,000 cubic yards, and presently there are about 12,000 yards in place. Beginning early Summer American Bridge will set the five big discharge lines. Four lines will be 15 feet in diameter, and one line 13 feet, six inches. All lines will be 900 feet long. This will make the lift from the pumphouse to the future canal. The company has a R25 American whirley on the site, which is 85 feet to the top of the gantry with 150 feet of boom. Setting panels and rebar is a HC108 link belt, with 90 feet of boom. There are 12 operators and oilers on this job.

In the Byron area, S & Q Construction Company is finishing the pump house job. Green and Winston on its pipeline is winding up.

Glanville Construction Co. started its 49-inch water main, between Walnut Creek and Stone Valley Road in Alamo. At present there are 10 operators and oilers.

The Fredrickson and Watson freeway job, at Danville, has approximately 25 operators and oilers.

The Fred J. Early Company filtration plant job near Sunol is 20% finished with 3,500 cubic yards of concrete poured leaving 9,500 cubic yards to go. On the excavation they have moved approximately 100,000 cubic yards of dirt with 87,000 yards remaining to be moved. The over-all picture on this project changes rapidly. At this time there are nine operators and oilers.



**SPECIAL CRANE** . . . was designed specifically to hoist and place 100-ton pre-cast concrete girders on the Bay Area Rapid Transit project. Total cost of project is \$1 billion.



**TOP VIEW** . . . here is a picture aimed south along the piers of the Rapid Transit overhead from the end of rails on the earthfill.

**For A Union Tire Deal  
see RALPH DE LANCEY**

**or phone** 532-6323 (days)  
731-0499 (nights)

**FREE . . . tire balance**  
with purchase of a set of tires . . .

This offer good only to Local 3 members during the month of April. Bring this ad with you to verify membership.

**New and recap tires — auto and trucks**

**FRIENDLY ROAD SERVICE**

**COCHRAN & CELLI  
TIRE CO.**

**Goodrich Silvertown and  
Kelly Springfield Tires**

**2344 E. 12th Street, in Oakland**



## SILVER STATE REPORT

## Major Highway Projects Near \$5 Million

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

RENO—The work picture, in Northern Nevada, hasn't changed too much since the last writing. Some of the Contractors on the highway work, are trying to get started but it seems they are all afraid we will get more winter weather, so they are holding off on anything big. The weather has been so nice here though, the Engineers are getting a little nervous.

We have been successful in negotiating a complete Agreement with Graid Equipment Company in Reno. This has been a long drawn out situation as the election was contested by the Company, and the National Labor Relations Board had to decide on whether some ballots could be counted. When the Board ruled, they ruled in our favor and negotiations were started. We now have completed these negotiations, the membership ratified it, and all is settled. This is the first agreement of this type in our Area. We hope to accomplish the same with some of the other shops.

In the past month, two large highway jobs have been awarded in the area. Silver State Construction was awarded the job near Lovelock for \$2,629,638.00; Wells-Stewart, from Las Vegas, was awarded a job east of Wells for \$2,212,919.00. Both jobs should start shortly and provide several jobs.

Safety and Credit Committee Meetings will be held in the Area on the following dates: April 30, 1965 in Elko, May 1, 1965, in Battle Mountain. The exact locations will be announced later. These meetings are held for the purpose of explaining your Credit Union to you, and bring you a message on Safety, which may save your life sometime. Wives are invited to these meetings.

Brother Fran Walker, Local No. 3 Safety Representative, will be in attendance, as will Brother James "Red" Ivy, to explain the Credit Union.

With the work season about to

start again, it is requested that Brothers on the out-of-work list call to have their names removed from the list when they return to work. This save time trying to locate him and saves the Union money for phone calls.

## SPARKS AREA

The Mattich & Wells Cargo Company, at Lawton's Station, are crushing the remainder of type-one gravel and the paving aggregate for Industrial Asphalt. About 15 Engineers are employed at this time, and this job will use about 15 or so additional Engineers when it dries out enough to lay the oil.

The Ready-Mix Construction Company have a new Superintendent, Vern Wilson, formerly of the Dodge Construction Company. This outfit is catching up with some of the carry-over work from last winter.

Robert L. Helms Construction Company has a number of small jobs under way that are keeping approximately 100 Operators busy; subdivision work, street and service work, sewer, gas and water lines and the main part, the cleaning and riprapping of the mighty Truckee River.

Wiechmann Construction Company also has a section of the Carson River at Dayton.

The Griffall Company is doing quite a lot of basement excavation around the Twin Cities and their sand screening plant is

working full speed to keep up with the sale of back fill sand.

The paving companies are now faced with a couple of new Companies to bid against, however we feel there is plenty for all and the new Companies will do a good job also. The new Companies are Frank Doad's Sierra Paving and Walt Mihalisko Associated Paving.

The Brady's Hot Springs Fill job, on Interstate 80, is about 80% completed. Ten 641 Scrapers, with Belley Dump Trailers, are hauling about 130 tons of sand each trip on the second lift of this job. As you can see, it doesn't take long to make a 8½ mile fill. 30 Engineers are working on this one.

The Isbell Company is moving one million yards for the Sierra Pacific Power Company, at the 102 Ranch for Cooling Ponds, with two shifts of about 18 men.

The building construction has not blossomed quite as well as expected at this time, but several motel and apartment units are about ready to get under way, with the largest one being the Arlington Arms, 23 stories and Dixon-Tiberti, the Contractor.

## LAKE TAHOE

As of this writing, the snows are with us again. We had quite a stretch of beautiful spring weather, and this allowed many of the local Brothers to pick up a few pay checks.

Evans & Reeves ran into an engineering problem at the Tahoe Keys, so most of the dirt spread has been off for the past week. The three drag lines have kept busy and have not been affected by the lay offs. There is a good size sewer job to be let on this Project in the near future.

Pascal "Pas" Weaks got the excavation and grading on the new "Super S" Safeway Store in Bijou.

We see signs of activity around the hot plants of Tahoe Asphalt and Paving on the California side, and D. Gerald Bing's Plant on the Nevada side.

South Tahoe Gas Company is calling for bids on 70,000 feet of eight inch gas line. This job will be let around the 20th of April. It appears to be about a three-quarter million dollar job.

Jerry Ream's crew keeps busy on the Bijou Market job, the Telephone Building and "Dutch" Daum's new motel.

In Carson City, Dayton and Gardnerville, the big work is still the river reconstruction work let by the Bureau of Reclamation. Also, Weichmann Engineers got another twelve miles at Dayton. These jobs are ten hours, six days a week.

## NORTHEAST NEVADA

As all the Brothers are aware out here, we are sitting dead in

the water, with very little work going. Gus Wade outran five men to catch a jackrabbit last Sunday, had to split the rabbit three ways anyway, as two of the five men were Brothers. The Newmont gold mill at Carlin has been almost completed by Bechtel, and most of the Brothers will have gotten two checks by the time you read this.

Holmes Brothers Construction is subbing the crushing for Wells Cargo on the US 80 contract at Dunphy. With five members working at present. Holmes is also finishing their part of the Holmes-Industrial contract on US 80 just East of Battle Mountain. They pave whenever weather permits.

Nevada Rock and Sand has moved in their crusher to the site of their portion of US 80 East of Dunphy. George Ward has run the front end loader for them since last Fall. He's really had steep slopes to work on, setting and backfilling the drain pipe. Industrial is subbing the work up to finish subgrade. They are shut down at present, due to various problems in water supply.

Silver State Construction has a camp job for their stretch of US 93 at Currie. East of Wells, the Pequop section of US 80 was let to Wells-Stewart of Las Vegas. Wells-Stewart was less than eight-tenths of one per cent below Nevada Rock and Sand, with a bid of \$2,212,919.10! They haven't begun work yet.

Brothers, once again, let's remember the main trick in settlement of wage and hour disputes —Keep a daily time record or diary!

## Rain Squalls, Floods Dampen Fresno Start

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

FRESNO — During the past month the Fresno area was well underway to the beginning of an excellent work season. We saw activity of every sort underway all over the district.

March 12, all hell broke loose. The skies, loaded with heavy clouds, opened the gates wide open. We received 1.6 inches of rain in about four hours. I would say that the majority of this storm fell in one hour.

There was general flooding in the entire area. Electrical systems were damaged which resulted in loss of pumping facilities. This added to further flooding of the general area. Many motorists were stranded and the accident rate was very high.

This placed a temporary damper on the work in the Fresno area, as everything is either under water or too wet to work. By the time this paper is off the press we expect to be rolling again.

Many of the Brothers will return to work in the near future on those projects affected by the heavy rains.

## LOCAL POLITICS

The Local area (COPE) Committee on Political Education recently endorsed various candidates for the offices of City Mayor and Councilman. James Mandella was endorsed for Mayor of Fresno.

Ted Wills and Curtis Nagel (both incumbents) were endorsed for reelection along with Jesse Bernard (B. A. of the La-

borers), who is running for a seat on the Council.

Bill Dienststein and Bill Meux were endorsed as incumbents to the Fresno School Board.

The local elections are set for April 13. We wish to call to the attention of you members the importance of casting your ballot on April 13th. Many issues have come before the City Council that affected Labor. Many decisions were made on the issues that also affected Labor.

The membership of the labor movement lost a great deal over the past years by the fact that certain members of the Council were either anti-labor or unfriendly to Labor or interested in Big Business only.

We must have people elected to Local Government positions that are just and fair-minded. People must be elected to these positions who will give Labor a "fair shake" and vote for all the people. Please vote on April 13th, and help elect our friends to office. Vote for your choice, but by all means please vote!

## WEST SIDE BEAST

Peter Kiewit & Son is testing what we call "the west side Beast," on its canal project, south of Los Banos.

It is made up of three "cat" 657 scrapers, and carries a payload of 120 yards on each cycle made. Loaded, this rig weighs 750 thousand pounds. They are having considerable trouble operating this machinery due to wet ground and some operational "bugs." It is unknown as yet as to whether they will continue using it much longer or revert back to the more reliable 657

tandem scrapers completely.

Melroy Constructors are getting underway with a large housing development project at Millerton Lake. This will be a good job for the Brothers employed, as they are working some good hours.

## SOUTHERN AREA

We have a couple of large building projects underway in the southern part of the district. W. Simpson Construction Company is building a 5 million dollar cable factory.

L. B. Pipes is constructing a mobile home factory for Magnolia Homes, that is 1000 feet by 700 feet under a single roof.

Both of these jobs will keep a crew of Engineers busy for quite a long time.

## SAN LUIS AREA

Portuguese barometer or the brown hill: There is an old saying in the valley that "the more brown the hills get the less rain there is to come." It is a firm belief that the "old timers" go by. Well if there is any truth in this saying it sure looks like there will be an early season for us all. With the existing and the forecasted work, we will need an early start, however green or brown the hills.

The work on and around the San Luis Project is moving. The weekend rain did hamper work before the end of the week, but just about all operations are going "full bore" again.

Work at the San Luis Dam is progressing ahead firmly, but a definite feeling of caution may be the hills are not brown enough yet.

Work along the canal is moving right along "dirt-wise." But the trimming and lining on a

portion of the canal is still "two blocked." On the other hand, another part of the canal trimming and lining job is progressing right along without too much delay.

Now here is a "cute" one! There is an outfit moved in recently which doesn't really care if the buds are out on the trees or if the hills are green or brown, or if it is going to rain or shine! They are going on to punch a hole two miles long at Pacheco Pass. Lots of luck!

Speaking of "luck," the one canal job I mentioned before will need a lot of it if they plan to trim and line their portion of the canal on time. The big move is on to get underway and to match the new bridges with ribbons of concrete, and match the new ribbons of concrete with bridges, then for the forthcoming jobs to match them both!

Speaking of new jobs coming up, there is a bright future for a lot of work in this area. With a few new contracts getting underway, there is still more to come; little ones and big ones. We expect there will be enough work for everyone. This means we will all be pretty busy till the "brown hills become green again."

Just to change the theme a little, it seems one of the bigger shops on the job last week suffered an epidemic of bruised fingers and finger nails. Now men, anytime this happens, it not only smarts, but it hurts like hell and it means someone is doing something wrong. You have eight fingers and two thumbs to fool with; "but take care": you only have two eyes "coming in" to go all the way with. BE SAFE! BE CAREFUL!

## DISTRICT MEETINGS

## 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.

## MAY

## DISTRICT 3

Stockton, May 4, Tues. Eng. Bldg. 2626 N. Calif. St. 8 p.m.

## DISTRICT 9

Watsonville, May 6, Thurs. Vets Bldg. 215 - 3rd St. 8 p.m.

## DISTRICT 8

Sacramento, May 11, Tues. C.E.L. & T Bldg. 2525 Stockton Blvd. 8 p.m.

## DISTRICT 2

Oakland, May 13, Thurs. Labor Temple, 2315 Valdez, 8 p.m.



Good News in Stockton

Delta-Mendota Canal Set For Face-Lifting

By WALTER M. TALBOT, AL McNAMARA and GLENN DOBYNS

STOCKTON — April is the month we have been predicting would see construction work getting underway in earnest in this district. However, the weather can still play an important part in changing this prediction.

The major project which will help create this situation is the 18½ miles of concrete lined canal and related structures of the California Aqueduct, from Chrisman Road 6½ miles south of the City of Tracy, to the north end of Western Contracting Corporation's job, in Del Puerto Canyon west of Patterson.

The California State Department of Water Resources opened bids (March 31) on this project, and we expect the job to start the latter part of April.

Other jobs that will also contribute to the expected increase in the April employment of operating engineers are:

Granite Construction Company's \$3 million contract with the Department of the Interior to increase the capacity of the Delta-Mendota Canal by raising the top edge of the concrete lined aqueduct 18 inches for the 66 miles length of the canal.

J. W. Vickrey, Inc. of Alamo will do the paving of eight miles of four lane divided freeway for the McNamara Corporation near Tracy. At this time the McNamara Corporation has a small crew preparing the sub-base for the Vickrey Company.

O. K. Mitty & Sons and A. L. Craft were low bidders at slightly over \$500,000 to construct 2.6 miles of a new 40-foot, two-lane expressway alignment between Ione and the junction of Highway 16 near Central House. This new job on Highway 124 adjoins the Mitty-Craft job already under construction, making approximately a total of 7½ miles of new expressway between Ione and Highway 16 for this firm. In addition to the two road jobs mentioned, O. K. Mitty & Son have the Jackson Valley Dam to finish. This project was started last fall and work was curtailed by the winter floods. However, this job also

should resume operations in late April.

H. Earl Parker of Marysville was awarded 2 miles of construction alignment of Highway 120 between Buck Meadows and Colfax Springs in Tuolumne County for \$800,000. Lloyd McBride, who suffered a fatal heart attack

in March, has the contract to do the clearing for Parker on this project.

Gibbons & Reed has started the clearing phase of its road job at Twain Harte on Highway 108. Excavation and grading will get underway as soon as the right-of-way has been cleared.

Continental-Heller, low bidder to the California Youth Author-

ity for the construction of additional facilities at the new center south of Stockton, has sub-contracted all underground utilities, grading and paving to A. Teichert & Son. The Continental-Heller bid was in excess of \$300,000.

S. M. McGaw Company, of Stockton, started the Jack Tone Road job, in San Joaquin County, from Highway 120 to Highway 99.

Jobs not yet bid, but expected to be let this month are:

Thirteen miles of new four lane divided freeway with 15 bridges to be constructed between Sthur Road, in Stanislaus County, south to the Gordon H. Ball Co. job in Merced County. This is the second stretch of West Side Freeway to be let in this district; however, the major portion of this job will be in the Fresno District.

A bridge to be constructed for the West Side Freeway over the future California Aqueduct five miles west of Tracy. Estimated cost is \$600,000, which will include construction of the sub-structures for two interchange ramps and a half-mile detour around the bridge site. The bridge portion of the future Aqueduct and Highway 50 crossing will be in Alameda County. Also involved, is a bridge across the aqueduct at Patterson Pass Road, and the relocation of a fifth of a mile of Patterson Pass Road to provide for a future con-

nection with the West Side Highway.

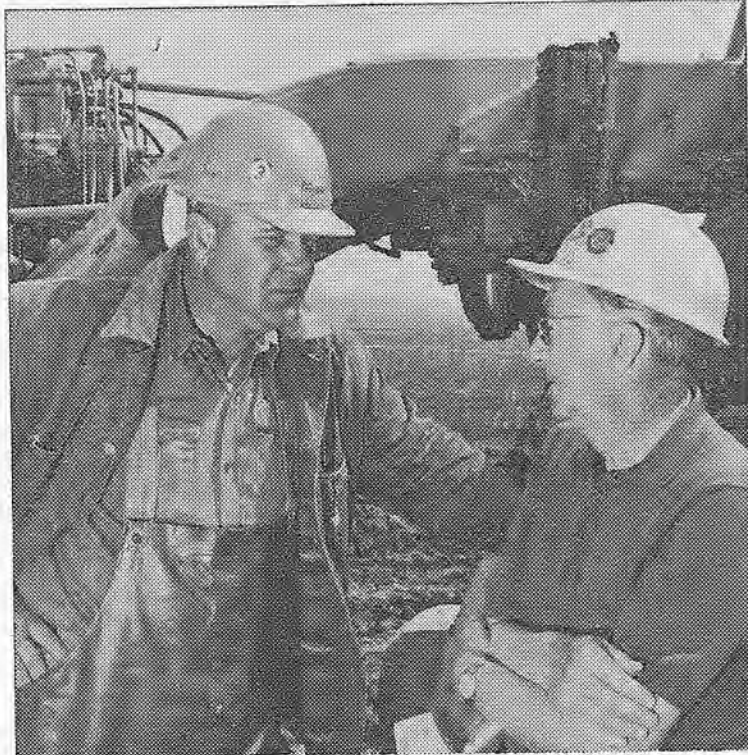
Bids were opened March 31 for the widening and resurfacing of the southbound lanes of Highway 99, between the French Camp Road and Weber Road interchanges, and the northbound lanes between the Weber Road and Mariposa Road interchanges. Budget allocation for this project is \$315,000.

San Joaquin County has several road jobs coming up this year with reconstruction of Fine Road, between Copperopolis and Linden Roads, and West Lane between 8 Mile Road and Hammer Lane, and Armstrong Road to Highway 12 taking early priority.

An immediate start on the \$350,000 Duck Creek flood control project has been assured with the acquiring of the necessary right-of-way. The U.S. Army Corps of Engineers is advertising for levee improvement work and channel deepening along a 21-mile stretch of Duck Creek in San Joaquin County. This job should start this month.

The contemplated jobs mentioned above, along with new contracts already awarded, and old jobs being completed, plus miscellaneous work let from month to month are the reasons for our optimistic prediction made at the beginning of this report.

With the workload forecast, the allied industries, with whom we have agreements, are also expected to employ more engineers producing aggregates, doing shop repair work and services.



MAN TO MAN . . . looks like a real serious discussion between Steward Mac McWhirter and Local 3 Representative Glenn Dobyns on Western Contracting's canal job, west of Patterson. In case you didn't spot it, that's a Cat 16 scraper.

It's the Same Story Here

San Jose District Awaits Better Weather

By BOB SKIDGEL, G. L. MOORE, J. M. HALL, and LAKE AUSTIN

SAN JOSE — Although March came in like a lamb this year and we had a few days of Spring weather, the small spurt of activity has subsided. Our out-of-work list is still heavy, and the outlook is that it will remain so, until new work scheduled for this month, gets underway.

Hood Construction is working on the tie-in job on McGuire &

Hester Pipe Line & Stolte job, on Piedmont Road.

J. C. Bateman is building pads for the S. P. Pipeline on Trimble Road, in San Jose with Chicago Bridge & Iron Works building 19 steel tanks. Bateman also has the excavations for Standard's Tank farm on Berryessa Road with P.D.M. putting up the tanks.

William D. Smith Co. started excavation for Piedmont school and percolating pools where 100,000 yards is to be moved. They are also busy on the approaches for the new bridge in Alviso.

Low Jones is going right along on the extension of Trimble Rd., with Sanco Pipe doing the underground work. Raymond Concrete Pile is driving pile for the bridge, and working on the bridge site on Pentencia Creek overpass, on Mathilda Ave. in Sunnyvale.

Freeman Paving finished one side of Alma Ave. in Mt. View which will become the Central Valley Expressway.

Sondgroth Bros. has many small jobs going in the area, building pads and street work in Mt. View. They also have a street work project going in Stanford, and are presently working on the extension of Fair Oaks on the west side of El Camino.

On the Industrial Tract, south of Moffett Field, Ebert-Spartan has the storm drains in and started on six miles of water line, and are putting in the un-

derground on the subdivision in Montague.

Fredrickson & Watson started paving (where they left off last winter) the Junipero Serra Freeway, and have about six days of pouring and clean up work. We have just been informed that the 7½ mile extension of this job has been awarded to Green and Winston Co. This will take the Freeway close to the San Mateo County line.

Leo Piazza is in "high gear" on his highway project going south on 101. He is getting his DW 20's from John Veitch, and 18 or 20 Brothers are really "making the dirt fly" here.

Henry C. Beck's 10-story office building on North Market & St. James is right on schedule. They are now on the seventh floor and are putting in a floor a week. The two Liebler Cranes are operated by Brothers Earl Stewart and Court Nelson. These Brothers have been enjoying plenty of hours, even through the rainy weather.

Carl Swenson's high rise apartment project on St. James and Fourth St. is now in the completion stages. The Wells Fargo Bank high rise building at Hedding and the Alameda is now off the ground. Pankow Construction have their high rise project coming along in good form.

Hood Corp. now has all its pipe in the ground and has laid off several of the Brothers who are hoping to get out on the new section of pipe line which will

go out for bid on April 1. This will consist of 7½ miles of 72 inch concrete pipe.

In Hollister, Manuel Smith has finished most of his underground, with nothing left but a little clean up. He is moving his crew and equipment to another job in Turlock.

Joe Cullumber and Mark Nicholson have several small jobs going in the Hollister Area.

Brother Earl Bernard will be pushing Granite's new job on the San Juan Bautista cutoff. This will be a 200,000 yard dirt spread, a four month job.

In Gilroy, the Baun Construction Co. of Fresno have started on their Highway 152 project—five miles of highway. Brother Bob Bond will be pushing this one, with a crew of ten operators. (The North end of this project has been let, but due to unforeseen circumstances is being withheld for the present.)

Things in the Santa Cruz, Salinas, and Monterey area's are just about the same as they were at the last writing. Things are real quiet on the U.C. Campus, with Granite and other contractors on the job keeping their rigs in shape to be able to go when the weather permits.

A few of the Brothers are getting in short hours on the Firestone Plant job.

Brother Robert (Bob) Skidgel is now the District Representative. Bob takes over the duties of Brother A. J. ("Buck") Hope, who has been transferred to San Francisco and will be District Representative for District 1.



FULL HOUSE . . . the yard at Western Contratcing, on Del Puerto section of California Aqueduct, is brim full during change of shifts with tandem scrapers, loaders, hoists, and cows graze peacefully on hillside in background.



# Personal Notes

## SALT LAKE

Sincere sympathy to the families of Brother Glen C. Marshall who passed away this month, and Brother Doyle Seitz who was killed on the job.

A speedy recovery to Brother Royal Johnson who suffered a heart attack.

Brother L. T. Garrett is recuperating nicely after undergoing surgery.

## OAKLAND

Glad to report that Brother Steve Stimson, who suffered a serious accident at P.C.A.'s plant in Concord, is up and around although unable to return to work. He wishes to extend his thanks to all the Brothers and friends who have helped and visited him since.

Brother Bill Stoffer has been off work and under doctor's care since December, but is coming along and hopes to be back in a month or so.

Brother Jim Daigh is in the Brookside Hospital with a bad back and may have to have an operation.

Brother John Battenfeld is in the Brookside Hospital due to an accident. An A & W crane he was loading on a low bed tipped over, and he rode it to the ground. He is very lucky that he was wearing a hard hat as he hit the boom and put a hole and a deep crease in it. He has no broken bones but was shaken up with a bad back and neck.

Brother Louis Farnum is in the Martinez Community Hospital after being crushed between the counter-balance and the outrigger on Parrish, Inc., drilling at Shell Oil on the Ralph M. Parsons job. Brother Louis has no broken bones but his chest is very sore.

Brother Gene Simmons is in the Kaiser Hospital in Walnut Creek. He operated an 80 Northwest Backhoe on the Glanville job, and was hurt on the job.

Brother Bartlett Tucker has an interest in Tucker's Jewelers Discount House, located at 555 E. 14th Street, San Leandro, California, phone number is 562-5131. He invites the Brothers to look him up.

## VALLEJO

Brothers Guy Ferrari and Delbert Loban announced blessed events in their families with the arrival of daughters—Khristeen and Maria Louise, respectively.

## STOCKTON

Brother Sal Curci has decided to hang up his operator's hat and go back to his first love of training hunting dogs. From all reports, Brother Curci excels in training pointers.

Brother Paul Hamby has recuperated from recent surgery, which required the removal of blocked arteries to his legs causing poor circulation.

Also under doctor's care or hospitalized this past month were: Brothers H. P. Sweet, Leo Cardinal, Henry Berhow and Nemy Swenson.

## SAN RAFAEL

Following from our area graduated from the second program at Camp Roberts under O.J.T. and from the reports we receive, they were very pleased with the program: Harold Baldwin, Vincent E. Maggiora, Ken. King, Dennis Dewey, R. D. Van Vleet, and Bill Dinsmore.

The following Brothers graduated from the first class at Roberts with flying colors: Don Dill, Herb Erickson, Roy Gable, J. D. (Rocky) Sumner and Bob Young.

Our condolences to the family of our late Brothers Milt Gamboni, who passed away on March 6, and Clint Harless, on March 9.

Best wishes for a speedy recovery to Brother Bill Gardner, at Marin General, minus an appendix.

Happy to see Brother Fred Galassi back from the service and on the job as apprentice for Ceccotti & Son, of Marin.

## SAN JOSE

Brother M. S. "Sky" Holman returned to the Sudan February 1, to help Walsh Construction Co. put in 184 miles of highway.

Our congratulations to Brother Ron Mossholder, a man of many talents, among which is being Editor of his own magazine, "TOP GUN"—Fast Draw News is the magazine put out by the Western States Fast Draw Association, of which Ron is also Chairman. Thanks for the copy you mailed to us, Ron. It was good reading.

Brother John Previtera went to Brazil and arrived too late to go to work for Morrison & Knudsen. He tells us that he is leaving Brazil for Rome, and expects to return home in June. He's having a ball! Thanks to you for the card, John. We will be waiting to hear all about the trip when you return.

Brother Pete Burum is convalescing at home, and he will be up and about soon.

Brother Jesse Bradshaw is going into the hospital for surgery. We all wish him a speedy recovery.

To the family of J. A. Pettit, who passed away March 14, our sincere sympathy.

## Survey Notes

By  
DAVE  
REA



The survey work load is spotty throughout Local 3 jurisdiction. Survey construction in Oakland, in particular, is running far above normal for this time of the year. The Rapid Transit, Standard Oil job, Shell Refinery and various other projects in District 2 are helping to take the edge off the out-of-work list.

Constant efforts by Local 3 Business Representatives are gaining more jobs for Local 3 surveyors. Approximately a year and a half ago, Local 3 and Local 12 came to a jurisdictional settlement on a statewide basis with the Carpenter's Union over the dispute of survey work on certain types of commercial building construction. This settlement has afforded many jobs, and will continue to support many jobs for the technical engineers.

### PRE-NEGOTIATION

A series of pre-negotiation meetings will be scheduled in the near future. Notification of these meetings will be posted in the survey firm's office. We urge you to attend these important meetings.

## '65' Insurance for Aged up 21 Per Cent

The commercial insurance industry's "nonprofit, voluntary plan" of health care for the aged will cost New Yorkers 21 per cent more under new rates approved by the state's insurance superintendent.

Subscribers to the "basic" hospital plan of the New York 65 Health Insurance Association will pay \$12 a month instead of \$10. The rate for the major-medical plan goes up from \$9 to \$11, and the combined plan will cost \$23 instead of \$19.

## PRECIOUS STEEL

NEW YORK (PAI) — The steel industry may think twice about raising prices after the Bob Hope quip when steel mogul Roger Blough received a special award for activities for the United Services Organizations.

"We would have given you a medal of steel instead of this gold one," said Hope, the master of ceremonies, "but the gold one's cheaper."

## Gas Station Mechanic Usually Isn't Union

When gas stations advertise "mechanic on duty," the person usually isn't a trained union member, C. L. McMonagle, business representative for Automotive Machinists 1546, told the Central Labor Council.

He urged all members of organized labor and their families to patronize union auto repair shops.

## The Swap Shop Corner Free Want Ads for Engineers

### FOR SALE

4-INCH suction dredge mounted on steel pontoons, slight damage, very reasonable. See at 3829 - 34 St., Sacramento, Calif., R. E. Fredricks, Reg. No. 515910.

D-8 TRACTOR, tilt blade, rippers, \$5000. Jim McGeehon, 2460 Warren Rd., Walnut Creek, Calif., phone 934-4772. Reg. No. 535760.

5 ACRES, two houses, Feather River area, 4 miles from town, all conveniences, roads. Equity \$5000, terms on balance. C. A. Root, 1502 10 St., Oroville, Calif., phone 533-3102. Reg. No. 312364.

AIR CONDITIONED HOME, 3 bdrm. in Orland, Glenn County, Calif. Near shopping, schools. FHA appraised \$14,500. Ted Mason, 19527 Garrison Ave., Castro Valley, Calif. Phone 582-4595. Reg. No. 452050.

TWO TRENCHERS, 140 Cleveland, 24-inch buckets, 95 Cleveland, 12-inch buckets, hydra. conveyor, \$6000 and \$1250 for No. 95. John Bolls, 4035 Cherryland Rd., Stockton, Calif., phone 931-1807. Reg. No. 625842.

INTERNATIONAL, 2 1/2 ton truck, excellent, 1946, will trade. Manuel Padilla, 8868 Sycamore St., Newark, Calif., phone SY 7-0136. Reg. No. 935648.

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

BUILDING TRUSSES, 52 ft. long, 8 ft. high at center, all steel. \$250 each. J. A. Avella, 18 Thornton Court, Novato, Calif., phone 897-2547. Reg. No. 964940.

AIR CONDITIONER, two ton Fredrick 220 like new, cheap. See at 1404 Gregory Way, Roseville. Also, Stromberg TV cabinet, new tube, perfect. Roy Colbert, Star Rt., Box 92, Grass Valley, Calif., phone 273-6972. Reg. No. 1073987.

LIQUIDATION, three 3-bdrm. homes in Tahoe Valley, Calif. Will give full details on all inquiries. Will sell each as follows: \$10,700, \$12,900 and \$16,300. All with down and terms. All central heat, elect. kitchens, insulated, on large lots. Also, 3 lots, \$2950 each, in Tahoma, Calif. few miles south of Tahoe City. Chris T. Smith, 637 Beacon, Oakland, Calif., phone 555-5508. Reg. No. 487434.

NO. 12 CAT motor grader, 6000 hours, sliding mold board, one operator and owner. Exc. condition. \$2000 under equipment dealers. Milton Sykes, 1732 Elm Rd., Concord, Calif., phone 682-5683. Reg. No. 1087611.

DOZER, HD-19, log winch, canopy, ripper, rebuilt. HD-5 Loader, 300 amp Hobart welder on truck; fuel truck with new motor and large shop truck, Dan Carpenter, 21021 W. McSwain Rd., Turlock, Calif., phone 632-3263. Reg. No. 955056.

JEEP PICKUP, '56, 4-wheel drive, 6 cyl needs front end work, \$700. Dick Perdock, PO Box 279 Clearlake Oaks, Calif. Phone 3309. Reg. No. 935561.

DRAGLINE, P&H 1/2 yard with tagline, good condition, drums and deck rebushed. Also, Wagoner rubber tire loader and 2 drum skid mount winch. Calvin Anderson, 1077 W. Morton, Porterville, Calif., Reg. No. 405367.

SANDER, MV8 Dreadnaught edger speed sander, paper, Clark Polisher, 5 gal. wax. Joe Sims, Modesto, Calif. Phone 523-4443. Reg. No. 955144.

MOBIL HOME, custom 1959 Rod and Reel, 10 by 50 foot, ex. cond. extras include alum. awning. \$5000. A. L. Stockdale, Treasure Island Tr. Crt. Rue 12-3, So. San Francisco, phone 755-9354. Reg. No. 258015.

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

LOT, Del Paso Heights, 162 by 300 ft., \$8000. Dick Cooper, 1451 Merced Ave., Oroville, Calif. Reg. No. 95965.

'55 INTERNATIONAL, short-wheel base trailer tractor, 5 spd, dual axle. Good shape. Bill Bennett, Jr. 923 E. El Camino, Sp. 28, Sunnyvale, Calif. Phone 736-1032. Reg. No. 886823.

3 BDR. HOME, all elect. 2 1/2 baths, full basement, landscaped one-third acre wooded, near lake, low down, sale or trade, terms, Roscoe Pounds, Box 204 Pollock Pines, phone 644-1749. Reg. No. 867255.

SAVAGE RIFLE, 30.06, left hand action, 6 power scope, Redfield mounts, \$150. Alan Beck, 2335 - 65 Ave., Oakland, phone 632-7414. Reg. No. 1123111.

6 ACRES, running water, 4 acres in apples, pine trees, garage, septic tank, lights. Ideal for home or trailer, 3 miles east of Georgetown, Calif. on black top road, Arlon Farmer, 2080 E. Charter Way, Stockton, Calif., phone 465-3369. Reg. No. 296727.

EQUITY, East Oakland house, \$13,000 with balance to owner of \$3250. Sell equity for \$3000. John Wadsworth, 21945 Dolores St., Castro Valley, Calif., phone 582-8766. Reg. No. 863943.

BACKHOE, Massey Ferguson diesel, 205 tractor, 220 backhoe with 24" buckets, 200 loader, as one unit. LeRo 85 Compressor, tools. W. E. McLean, 1785 Elm St., Livermore, Calif., phone 447-3350. Reg. No. 459138.

IDAHO hunting, steelhead fishing grounds, cabins, barn, corral, camps, packstock, territory rights. \$27,500. Ralph Dawson, 1361 Miriposa, Richmond, Calif., phone 244-0337. Reg. No. 915569.

LOT, 60 by 100, in trailer subdivision, fences, patio, gravel drive, close to Reno. Low down, assume payments. \$37.50. H. Cambridge, 736 Kit Crt., Lemmon Valley, Nev. phone 972-0426. Reg. No. 1095841.

JIG SAW, Tom Lee 16-inch capacity on portable bench. \$30. Ralph Brown, 2914 Moyers Rd., Richmond, Calif., phone 223-6814. Reg. No. 661028.

10 ACRES, 3 bdr. home, trees, shade, orange, view. 330 by 1320 feet. Frank Miller, 7149 Sunrise Blvd., Citrus Hgts. Calif., phone 725-3074. Reg. No. 284223.

HONDA, Scrambler 1964, used very little, \$570. Kenneth Dees, 193 Isle Royal Circle, Leisure Town, Vacaville. Phone 448-9325. Reg. No. 1079816.

SKI BOAT, 14-ft. Javlin, 45 hp. Merc. trailer, extras. \$1050. Also, Gibson freezer, chest type, \$200. Bob Larkin, 3267 Baker Dr., Concord, Calif. Phone 685-8364. Reg. No. 354746.

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

ENGINE LATHE, 24" by 108" with 24" four and three jaw chucks, quick change, wet head, 7 1/2 hp. excellent. \$6000 or trade for Calif. property. Will deliver. Darrel Altermatt, PO Box 94, Kentfield, Calif., phone 461-5219. Reg. No. 1047032.

MERCURY motor, '59, mark 58AE. Extra prop. \$200. Grey Duncan. Phibe chrome kitchen table and chairs. \$20. Alfonso Thomas, 19589 Gliddon St., Castro Valley, Calif. phone 537-4367. Reg. No. 285497.

TRUCK CRANE, Link Belt LS85 on 9 ft. carrier, 25 Ton. Engine, rollers rebuilt, good rubber, 60 ft. boom. Fairlead, hook blocks. H. Mancha, 909 W. Roosevelt, Visalia, Calif., phone 732-8174. Reg. No. 1175073.

14 FT RUNABOUT, 50 hp Johnson, trailer, deck refinished, with skis, \$650. Also '50 Buick, 4 dr. Super, good shape, new tires, \$150. James E. Webb, 3926 Pestana Way, Livermore, Calif. Reg. No. 962104.

HARLEY motorcycle, '55, rebuilt by dealer, extra parts, Bates seats, \$545. Ray Darrigo, 21136 Dawe, Castro Valley, Calif., phone 581-5249. Reg. No. 334533.

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

HOUSETRAILER, 33 Ft. Sparton, \$1400. Good shape. '53 Willys 4 dr. runs good, \$130. L. E. Everett, 7080 Redwood Hwy., Novato, Calif., phone 892-3701. Reg. No. 760627.

HOUSETRAILER, '58 Paramount, 10x47, one bdrm. huge living, force air, heat, cooler, shower, good shape, \$2450. Niels Harms, 7703 Whispering Palms Dr., Sacramento, phone 421-4863. Reg. No. 935546.

### WANTED TO BUY

BACKHOE, 14 Ft. and loader on Ford or Case industrial tractor. D. Lane, P.O. Box 175, Moss Landing, Calif. Reg. No. 635722.

GRAD-ALL, James Patterson, P.O. Box 711, Fairfield, Calif. Phone HA 5-5201. Reg. No. 987370.

ROCK CRUSHER, including screens, conveyors, jaw crusher, rolls, etc. John E. Piper, 1004 Atlantic St., Concord, Calif., phone 685-4633. Reg. No. 693794.

CAMP TRAILER, and tent, Ted Williams type, Wills Dearing, 551 Culp Ave., Hayward, Calif., phone 581-1668. Reg. No. 567571.

### 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.