GREATR SECURITY

Health, Welfare Offers Broader Benefits

Greater security for more Operating Engineers and their fami-
lies is provided in the new changes in the Health and Wel-
fare plan, effective May 1, ac-
original to Business Manager Al
Cleary.

A study of the changes indi-
states 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 Trus-
tees:
1-Effective May 1, new par-
ticipants 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, 315 hours
were charged).
2-Members will be allowed to
accumulate up to 1200 hours
in the bank of hours eligibility re-
tain to continue insurance dur-
ing periods of unemployment.
This will allow a member to con-
tinue insurance for 12 months
from his reserve (previously, the
maximum allowance was 1000
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
reserves.

Under the revised rules, more
Engineers will be eligible for
benefits and benefits will con-
tinue for longer periods of time
through unemployment.

Also, it will be easier for Engi-
neers to reestablish eligibility
under the new rules if they are
not insured for periods in ex-
cess 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 re-
vision does not include changes
in pensions, retired employees
welfare or other trusts.

During 1964, employers con-
tributed $4 million to the fund,
terms of the agreements.
Over 45,000 claims were proce-
ded, which was an increase of
5000 over 1963. Eligible partici-
ants increased from 15,000 to
17,000 per month during 1964.

American River Water Project Booms

HELL HOLE—Nestled among
rugged Sierra peaks, near the
city of Auburn, is one of the
most striking water develop-
ment projects in the state of Cal-
ifornia. Construction of seven
dams, over 24 miles of tunnels
and four powerhouse, plus buil-
ding and maintaining 47
miles of roads keeps over 2000
men occupied in this area, har-
nessing the water and hydroelec-
tric 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 Plas-
ter 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 al-
most 40 per cent completed.
Damage was estimated at over $250
million to complete work, and
equipment lost by the contract-
ors.

However, as the pictures below
and on page 6 will show, Ameri-
can River Constructors are giving
night and day to catch up on the
420-foot high dam at Hell Hole,
elevating in the rock fill with hy-
dro-monitors.

Contractors here include: Kals-
ner Constructors, Merriam-Kemweb
Co, Marco Corp, Perlis Corp,
Richard C. Turner Ltd., London
and Enterprise Campanese Rec-
nard, 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 indus-
trial, agricultural and domestic
purposes, and through use of
steps and tunnels, take advan-
tage of the head water created
along the way to produce elec-
tric power.

When complete, the project will
create valuable lands for rec-
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
$43,000,000 of kva capacity.
Electricity will take another 10
years for completion of the pro-
cess.

Generally, the project is a step-
like, di-ag, gravity diversion of
water through tunnels, penstocks
and over dam systems.

Highest diversion is at 12,000
feet above sea level. When water
is hauled up by a 160-foot
concrete dam and sumps water
through a 700-foot tunnel to
French Meadows Reservoir. The
dam here is earthfill, 221 feet
high. Then the water flows
through a 13,000-foot tunnel into
Hell Hole on the Rubicon River,
plunging down a 972-foot pen-
stock into a 17,000-kva power-
house, being constructed by Ets.
Hokin, who has built all four
powerhouses here before.

Hell Hole dam was completely
washed away during December
floods. It will contain nearly $8
million yards of fill. A 56,000-
foot tunnel carries the water
from Hell Hole, collecting more
water on the way, and plunges
straight down a spectacular 3690-
foot penstock into Middle Fork
powerhouse which will produce
12,000,000 kva and be the largest
in the system.

Water then will discharge into
Isenhour Reservoir on the Mid-
dle Fork of the American River.

-C ontinued on Page 3
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 in the boilermaking, all those not yet signed, and 91 short agreements, making a total of 107.

There were 3146 members dispatched from San Francisco office and we would like to express our appreciation for the cooperation of the officers who have worked with the general contractors, and the local officers who have worked with the local unions, and the national officers who have worked with the national contractors. We have been reviewing recent Dispatch reports and have noticed an alarming increase of work stoppages caused by the inability of the employers to settle differences with the locals before the expiration of the contracts. In many cases, the locals have made an effort to settle differences with the employers before the expiration of the contracts, and we believe that this is the best way to avoid work stoppages.

In addition to these major agreement negotiations we have had several smaller agreements, such as 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 in the boilermaking, all those not yet signed, and 91 short agreements, making a total of 107.

Secondly, we believe that it is important to notify your dispatch office to remove the card will be held in the field in the event of a major vote for Local 3.

LONG, SHORT AGREEMENT

During the month of March there were 16 regular agreements, and 91 short agreements, making a total of 107. There were 3146 members dispatched to the various jobs during the month.
Auburn-Folsom Dam Clears Hurdle

President since 1942, -

Al Cremen Editor and Business Manager
Paul Eudgecombe President
Gary MARR Vice-President
W. V. Minahin Recording-Secretary
A. J. Hope Financial Secretary
Don Kincloh Treasurer

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-falmer Institute; Cooperating in the study were the McGregor Fund of Michigan; Merrill-falmer Institute; University of Wisconsin Extension Division; 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). One group chose at random for the study, income before taxes averaged $2000. The typical over-indebted couple were both high-school graduates, thus had a little more education than the Detroit average, these families had committed the first loan. There was a noticeable

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 democratically involved in making the decisions.

To contrast, another group of couples surveyed for comparision, 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.

Harrison Hydro-Power On American

Continued from Page 1—

and then enter another tunnel, made from miles long, to a flat- stan Powerhouse. The water then will be on the After- bay dam, and from this reservoir flows through Ochrow Tunnel to its powerhouse and then back to the Middle Fork of the river.

The people of Plover County, it is reported will use the $140 million bond election approval by a 2 to 1 margin. The development of the project will culminate years of arduous planning by the county's Board of Supervisors and citizens, and Operating Engineers. When the unit comes on line, many un-

SHE RETIRED... Ethel Marlar, with Local 3 office staff since 1942, retired March 21 after 23 years. She handled all new applications and there were several thousand.

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Treasurer: DON KINCHLO

Auburn-Folsom South Canal project, and cur- rently the bill is before the full Senate Interior Committee, and the House Committee.

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!

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, they arrived in Oroville, with a beating heart 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 as often as advance, and determine whether they will need men with your skills.

Now remember, this Auburn project is still a long way from actual construction. But there are an early 1076 start, pro- viding Congress and President Johnson see the economy of the State.

This was another of the late Senator Clair Engle's "Wa- ter Dreams" for California. He talked about this program in the 1950's, and last year again. Senator Thomas Kuchel and Representative Harold Johnson are heading the bill for the respective Interior subcommittees.

Both companies 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 $420 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 Nature's fault or man's quest for water, now man, and Operating Engineers 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.

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BY SIDNEY MARGOLIUS

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ADAPTED FROM THE MARVILS GIDE OF BIG NEWS

BY HAROLD HUSTON, W. R. WEBER, K. R. KOCH, R. L. SCHROEDER, AND BILL METZT

During the first part of March, it seemed as though all the jobs in this district had been shut down. It was a very busy time for all the contractors as winter work slowed down and spring work did not arrive. Today, however, the contrac-
tors are still working on the construction of the Yuba City Canal, and it looks like spring is really here.

The construction of the Yuba City Canal is making good progress. The canal is being built to carry water from the west side of the Yuba River to the east side, near Yuba City. The canal will be about 10 miles long and will have a capacity of about 1,500 cubic feet per second.

The canal will be used for irrigation purposes and will provide water for the farmers and residents of the area. The construction of the canal is expected to be completed in late 1970.

The construction of the Yuba City Canal is being supervised by the Bureau of Reclamation, and the work is being carried out by a number of contractors, including the Baldwin Construction Company, the Pacific Machine and Mfg. Co., and the Century Machine and Mfg. Co.

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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 roiling, rat-infested port of 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 marine. 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 paralleling 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 footing forms for the bridge to settle before they would be poured for the high-level span above. Phillips, Erickson and Wegberg Co., further down the river, and adjacent to Vallejo's $14 million Marina Project, the Pomeroy-Gervick 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, Durewell has a good crew working, and is presently making forays for traffic at the jet 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.

On highway 40, above Vacaville, the Gordon-Ball-Syracuse Highway-West 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 Solano Town, Dixon, Vacaville, Vallejo and Fairfield.

On the Redevelopment Project, one of the most expensive in northern California, Pacific 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 Simms Co. is keeping a few laborers employed with small jobs around the town, while Brother Smokey Roeve is foreman on the flood control job in Napa for M. Malottano and Son.

KK Co. and Bush Construction are both running "full blast" with quarry cones supplying the Durewell Freeway.

Generally, the Vallejo work picture is good for this year and into next year. The Deter Co., a chemical plant, is still negotiating with the City Council for property, and it is stated that the company plans to build a plant "no less than $8 million, nor more than $20 million" in the area.

Federal Park Sticker Called 'Good Bargain'

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

"It is a bargain for America because it admits the holder and all occupants of his automobile to designated Federal parks, 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 motor fuel taxes and proceeds from sale of surplus Federal real property, go into the new Land and Water Conservation Fund.

Is Folsom 'Home of the Bulldozer'?

By MARY BOWEN
California has long been able to take the credit for the invention of the oscillating-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 our old timer, such a blade was improvised to make the "Lincoln Cut," new Orangeville Avenue.

California harbor was first utilized for this project, a railroad right of way on the line from Folsom to Roseville (then called Funston). 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 disc "pan," which was a scoop shovel with four horses attached to the handles. He would face the horses toward the scarp, 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 scarp, 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 spoils were 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 counter-part on Orangeville Avenue were built.

Safety-Credit Committee Meets

SANTA ROSA, April 3, 8 p.m.
ELKO, Nev., April 3, 8 p.m.
RATTLE MT, Nev., May 1, 8 p.m.
SAN RAFAEL, May 16, 8 p.m.
(Note: Check local offices for dates.)
EUREKA REPORTS

Cleanup Continues;
Klamath Bids Open

By RAY COOPER and "CURLEY" SPENCER

EUREKA — Clearing debris from the "Big Flood" is still the main source of work in the area and will continue 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 O. 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 Tibbits is near completion of work placed on both sides of the river to build back logs and debris that can be removed to give protection to the Klamath river bridge. Still further upstream, 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 Lodj, and Hughes and Lodj Inc., of Redding, with a low bid of $660,000, 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 completing the modernization of Route 299 between Berry Summit and U.S. 101. Completion date is set for December 1, 1955.

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

Harrison-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 Slides road. Mercon-Framer Company has completed repairs 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 last damaged by the flood are being advertised and should be under construction soon.

CLEARING DEBRIS

Immediate action was taken by the Corps of 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 Nature herself has been upholding what happened last December by harnessing us with perfect enemy working days ever since.

Morrison-Knudsen Company has the clean up along the Red River, from Rio Dell to the mouth of the river. This is an unbelievable sight. There are millions of boulders of timber and logs.

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

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

Cayer and Laid Construction Company has been keeping a few Brothers busy in the Orland-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 4 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 snow in December, but as a result of the high water and storm damage, it was necessary to increase the amount of work by $300,000.

Morrison-Framer 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 Bureau of Engineers, for dikes and levee work on the Fel River. Quarry operations will be at Willow Creek.

Arthur B. Sici Company is re-surfacing in the area on storm damaged sections of Highway 299 from Bedrock Summit to a mile 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 complications of getting men and equipment into the canyons, where areas roads had to be built. Camps have been set up in Fort Seward, Alderpoint and Spuyock. American Bridge Company has the big job of rebuilding three major steel bridges on this line.

PERSONAL NOTES

We of the Eureka offer send our sympathy to the family of Brother James A. Monar, who was accidentally killed on the C. K. Moseman Job March 10.

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

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

Dodd Urges
Union Leaders As Diplomats

NEW YORK — The appointment of more leaders to important posts in the State Department 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 unions on an international scale and in 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 Home Interior Subcommittee on Reclamation approved today a bill to authorize construction of the $42 million Auburn Dam, south California, for completion 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, recreation water for several expanding cities and supplemental irrigation water for some 400,000 acres of valley farm land in Sacramento and San Joaquin counties.
By RUSS SWANSON

Northern End of Redwoods Strong

By LOU BARNES

SANTA ROSA—While Brother Engineers in the northern end of the Redwood Empire have been working steadily along 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, they are writing a new bill that is again hitting the great Redwood Empire from the north.

For those traveling in the area, don’t worry about the roads as they are all passable and this is in spite of the damage by 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 total tragedy of the floods would still exist.

Our hats are off to our Operating Engineers.

MEETINGS

The attendance was “terrible” 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 time. We know especially with these 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 P. L. (Les) Crane, Lanning Schenkelberg and Howard Boudreaux.

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 area is rather quiet and it doesn’t look too bright for the near future. Simon Con-

How to Figure Cost ofCredit

Add all costs you will have. (Add down payment and total monthly payments to be 100% of selling 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 $25 down payment and 18 monthly payments of $17.92 each.

ADD: $17.92 x 18 payments $322.56

SUBTRACT: $300.00

RESULT: $27.44 interest charged on your credit.

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 18” grade sculpture. Brother Holway is self-taught and used the cire-perdue (lost wax) method. He’s been a member since 1958.

Five Contracts Awarded by Water District

By AL RANSER

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

The Coyote Creek Flood Control project at Tamalpais Valley is now completed. The project began July 5 and was scheduled to be completed in mid-December, but was held up due to weather. The work to date has been very light. The last phase of the project was placing cutouts and gravel.

The North Marin County Water District Board recently awarded five contracts totaling $375,000 for work in the City of San Rosa, for water mains to serve the Sebastopol 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; Maggins-Chollett and Madison were awarded $66,771 to install a main along Sunset Parkway to Scottsdale development. Of the five contracts, only one was for local work.

The local work was awarded to Bay Bros. Co. of San Rafael.

The first project was for extension of Tiburon Blvd. from Blackfield Dr. to a point on Cordell Ranch Road, at a cost of $469,000. The job calls for grading and paving of four-fifths of a mile, grading an additional two-fifths of a mile and placement of asphalt surfacing on the work.

The second project was for a $40,900 contract to install a main along Sunset Parkway to Scottsdale development. Of the five contracts, only one was for local work.

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The third project was for the extension of Tiburon Blvd. from Blackfield Dr. to a point on Cordell Ranch Road, at a cost of $469,000. The job calls for grading and paving of four-fifths of a mile, grading an additional two-fifths of a mile and placement of asphalt surfacing on the work.

The fourth project was for a $40,900 contract to install a main along Sunset Parkway to Scottsdale development. Of the five contracts, only one was for local work.

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From the Beginning... other picture of disappearing rail-road bridge, with mountain tunnel in the background. It appears there was never 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.

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Accident Rate Jumps During First Quarter

By DALE MARE and FRAN WALKER

The first quarter of the "new year" has not been kind to the Walnut Construction. Winter weather has slowed much of the work area's activities down to a limping pace.

However, there are a number of reasons for the increase, but the unfortunate part of the story is that the increase shows that some of our apprentices could have avoided being injured.

We hope that by calling attention to this, we can avoid some of these occurrences in the future.

There have been a number of problems caused with crane operators and their large cranes injuring and killing our fellow workers.

As most of you fellows know, the crane operator is held legally responsible for the safe conduct and operation of his crane. If he negligently causes the "skid feet from high voltage" warning, he is not only liable for any injury caused by his negligence (as stated in section 385 of the California Labor Code). At this moment there are several Operators feeling stiff fines from the California Highway Patrol.

We constantly stress to our Operators to give us a call when they are having any problems. This instructs you to place your crane working at a high voltage area, if anyone is under it.

If you are ordered into a dangerous position, that is, working near high voltage, give us a call and we will come and take care of the situation immediately.

We have been told by several managers of the old times that they just became aware of the 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 when you are representing the company in reporting any unsafe conditions to us so that you see. If you feel we are rotating our job, 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.

What's Doing?

NEW IDENTIFICATION BUTTONS, HAT DECALS FOR APPRENTICES

By D. O. DEES, A. A. PENNICK, L. J. DAVIES, J. P. JONES, J. E. McANUS and GLENN MULLOWNEY

From our point of view, work looks very good. EURFA will be in charge of apprenticeship supply for apprentices that live in the area, and those of you thinking of going on another area to work, contact your local 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.

The area is digging out and will be ready to get to work on rebuilding, but some of the work is still in progress and some places are still on the defense list. Holden employs apprentices as does Cer-Fraser, Granite Co. and John Haney at work in various places in the area. Orby Beck and others are retiring on their job training with the excellent apprenticeship program.

EASY TO REDDING

Getting to the area is easy as East Redding has been waiting for good weather and sunshine to get things moving. These jobs have held up this winter. Redding is doing well with the Pit Projects, picking up after the winter slow down.

Peter Kielst is beginning to move by adding more apprentices to the Clouds Farm, R. M. M. are finishing their tunnels while Granite Construction is digging out on an Iron Canyon project.

Walsh Construction Co. will be setting palisades on the Pit Project, Gordon Ball, Norman Fa- de and F. W. are adding highways at a good rate. These contracts are highly in favor of apprenticeship.

VALLEY AREA

Moving down the valley, Chico and Redding are making good progress. The Apprentices are helping to build dams, roads, etc. Work looks good in this area for this coming season and we hope many apprentices will get their first chance to work here.

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 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 hat, but for his apprentice. These emblems were issued in the belief that the journeymen can recognize an apprentice on the job. It is, in fact, an appeal to all spot the "old-timers" so familiar with what we are trying to do and warn them of impending hazards. By this means, we are sure we can prevent another accident.

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 gain some of the experiences. Thanks, fellows.

Management and the Union meet monthly as the Joint Apprenticeship Committee to prop- ersons and apprenticeship program, with new committees working under working under them. To keep you informed of the se- ven areas of the state, we are certifying members as Journeymen Educational Com- mittee, ANJO's. If you are interested in becoming a member of this committee, please let your apprenticeship coordinator know. We would like every journey- man to understand the Apprentice pro- gram functions, for we know that when the apprentice is trained by you, we get wonderful cooperation as a result.

Sam Jones, San Mateo, San Francisco, Marin - Apprenticeship in these areas is growing

KEEP ALIVE IN '65

by Gordon Ball, Norman McAnus and Glenn Mullowney.

For the first taste of Construction.

tons and decals are helping and tractors are highly interested. Gordon Ball, Norman McAnus and Glenn Mullowney. From our point of view, work looks very good. EURFA will be in charge of apprenticeship supply for apprentices that live in the area, and those of you thinking of going on another area to work, contact your local apprenticeship committees before anything else.

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Walsh Construction Co. will be setting palisades on the Pit Project, Gordon Ball, Norma...
SACRAMENTO — This area, along the rest of the northern California has been targeted for development. Engineers warned just about the time that things look like they're coming up right, dark clouds and rains hit the valley areas, and it 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 Son, Inc. to widen 1.4 miles of Greenback Lane from Auburn Boulevard to San Juan Avenue, from two to four unidired lanes and install signals at Greenback and Auburn.

About 90 feet on the north side of the road will be needed to be cut but 49 feet on the south side would remain. Peden's bill was $191,032.02. The estimated cost was $192,008.00.

A low bid of $75,850.00 submitted by Granite Construction was accepted by the local district.

In other projects, work on the new Cam Rei High School in the San Juan School District was accepted by the district's Board of Education.

The contract includes grading and paving the new Administration Building, for the school which will be located in Orangevale. The grading will be done immediately with classes expected to start in Sept.

Fair Oaks Boulevard, at Cornish, will be widened from Eastern to Franklin Road under a Sacramento County road building program in which three North Area projects will be located.

The boulevard will be widened at a cost of $200,000.00 for the 2.7 mile strip to four lanes of 48 feet with 6 foot wide shoulders.

Signs will be placed at Marysville 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 dags 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 Cornish some of it divided and some of it divided by a line.

Add to this will be the improvement of Mandarin from Cynthia to Fair Oaks to four lanes at an approximate cost of $300,000.00.

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

Paving will be 60 feet wide and blacktopped except for a center section for passing. Bids for this have been called for March 1st.

It is estimated that the cost will be $250,000.00 but will be for sewer. In this project, sewers are to be laid before the pavement so there will be no cutting of the streets involved.

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 at the 24th to open bids on widening of parts of Madison Avenue and Sunnyside in Cornish and Orangevale area.

The work, estimated to cost $512,235.00 will be on Madison from San Juan to Kenneth Ave. and on Sunnyside from Fair Oaks Boulevard to Greenback Lane. The total distance on both roads will be 5.48 miles.

Signs will be placed at Madison, Kenneth, Madison, Sunrise, Sunset and Avenue and at Sunrise and Winning Way.

MOUNTAIN WORK

Work in the mountains has picked up. American River Construction will be working here.

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 Buckswey Water District job of $500,000. Granite, also, will set up a precast yard to manufacture manholes for this job.

Ferry Brothers "broke loose" with its hot plant, crusher, and CBT plants back in action along with a new belt loader.

Ben C. Gerwick is back on the river crossing at Anderson. The project 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 under way and take the "Thru Redding" portion out of the freeway. Paving bids will be called on the project shortly.

Purtzer-Dutton are keeping a pretty good pace on the Joplin plant here in Auburn.

Out West of Redding on Hi-way 299 towards Weaverville have set in on the laying back of several slopes.

Frederickson-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-crusher and hot plant.

C. J. Woods have a small job at Englefield-they have two Cats on one job and another Cat about 2 miles south of Englefield with a Dragline on the Barlow Creek.

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

The Iron gate paver job hasn't started yet as yet at the water has not submersed.

We were fortunate in signing one of the bigger contractors that are some of the biggest Leggers and Jobbers and we hope to get more too in the future.

The Lincoln Plants Company is a small firm that is trying to get started at Grass Valley where they have signed them 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 soon—this should involve about 30 men.

Peter Kiwiet Sons have shut out the truck hauling to W. H. O'Toole's job. They are getting ready to haul the dirt for the dam by truck. They will use small trucks to Day's job. If they use a large truck, they will have bigger trouble.

The members and their wives gave their community pints and pints of blood at the Annual Blood Drive held February 18. This heartily spirit is in no way a small thing for these members and a large number attended. Company that has given away may do so to any Monday, Wednesday or Friday the last Monday of the month from 8:00 a.m. to 8:00 p.m.

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

The pacres and approaches over Inter- state 80. Running a little over $800,000.

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

PLACEVIKAY AREAS

J. A. Jones Construction Company has been pushing on the Auburn Powerhouse this month. This work has been going on this area for quite some time.

The Brothers have made good progress with roads and locating material to start the crupper. Kirk Construction Company will start their earth fill dam for Gordon Ball Co. from Watt Park to Cuba.

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

The Henderson Ready Mix Company at Placerville is running its Plant at Coloma stock- piling and furnishing material by batch pafs.

Kuckenburg Construction Company is working Highway 50 job east of Suttersville, is calling its men.

Fadel Construction Company is interested in its project, but there is talk of another job in Todd Valley.

Kuckenburg Construction Company is interested in it's work in this area.

One of our "A" offers from Auburn, Bill Turl- mor, has taken a job in the Sher- iff's Department as an officer. We congratulate him.

CREDIT UNION

DISTRICT 9

San Jose—April 15, Thursday, 5:30 Bay Street, 8:00 p.m.

DISTRICT 8

Oakland—April 22, Thursday, 1311 Webster Street, 8:00 p.m.

DISTRICT 5

Fremont—May 5, Wednesday, 5:30 p.m.

DISTRICT 10

Santa Rosa—May 12, Wednesday, 5:30 p.m.

NOTE: The number after the name is the last day in the month before which the meeting must be held.
Credit Union Comes to Utah

Spring Weather, Optimistic Outlook Seen

By HUGH BODAM, JAY NEELEY, MERLIN HOWMAN, JOE BRICK SHORT, and TOM BILLS

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

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

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Those who attended the recent District Meeting were impressed with the favorable weather. The fee for the life insurance policy is good enough long to get most of the Brothers a good early start this year.

We are told that the Kennedy Co. is working two shifts in its B. Cr. grade and crushing plant for Copper Company. Brother C. B. Rasmussen is steward and Jim Vaughs 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. Macksy Company has added the demolition from Kaiser. Brother George Farrell is steward and Brother Frank Neftnik is safety committeeman on this job. Stewards Rogers Company has a hook line on this job operated by Brother David Lord.

The Reed Company has doubled the crew at Parley's Canyon. A few crew of 28 brothers are at work on the project. Brother Shirley Craig, who has been operating the new 180s, is interested to supervise Gibbons & Reed's recently acquired 328-4946 Weber Canyon. Brother Bob Anderson is now running the 180 D, and Brother Joe Er并不是 is calling the rig.

The building jobs are still going strong. The University Club building is almost complete as far as the exterior are concerned. The Kennecott Building is in the same stage of completion. Brother Ashley McFarland is operating the elevator and is the only operator left for Okland Contractors. The work is going on at the project. The vent at Cronenwett, Utah, by James Reed Company on the road from UT 191 to the Idaho state line is now being moved to make room for a larger grade. The Company has contracts for coating the entire road.

The joint venture at Cronenwett, Utah, by James Reed Company on the road from UT 191 to the Idaho state line is now being moved to make room for a larger grade. The Company has contracts for coating the entire road.

The full crew for the Otro plant is ready to go back to the upper canyon. The Otro plant is ready to go back to the upper canyon. The Otro plant is ready to go back to the upper canyon.

The scene today at the world famous, open pit copper mine of the United States Copper Company is one of expansion.

In 1903 the division began a $1 million, four-year expansion program to incorporate copper production. A major phase of this program involves the relocation and expansion of rail haulage facilities. A new rail route is being built to improve the efficiency of their mining operations.

Some members are interested in the future of the Kew and would like to see it continued. A group of about 400 members meet every week to discuss the future of the Kew. They have been discussing the possibility of starting a new newspaper to keep the members informed.

SPECIAL KENNECOTT NOTICE

All members are urged to bring their dues up to date and make an attempt to be present at the monthly meetings. The insurance premium is for the current month only and is not covered by a separate annual policy. If you are not current, you will be notified by card.

Operating Engineers are managing the big 250-yard electric shovel. It can cut 100 cubic yards of capacity earth and rock moving bids. Diners operated by the United Local have a four-shift system, 24 hours a day, seven days a week. The operating -rooms and wheel bases of the mine. United Structural Management Company is operating the new 328-4946, using both rubber and rail-mounted trucks.

Some of Local No. 3 men are busy with new construction projects, others in various phases of the overall expansion. Hence, new cooperation. For example, Company is building a new 500 million gallon reservoir, which Gibbons & Reed Construction is being called upon to push ahead. The construction plant at the mouth of Bingham Canyon is now being moved to make room for a new plant. The main water and all expansion programs include these projects.

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Oakland is Buzzing
East Bay Face-Lifting, Transit, Airport Toppings

By ED HEARNE

OAKLAND—Old Man Winter has finally let up long enough for Alameda and Contra Costa Counties and the contractors have been taking advantage of the lull in the work. The out-of-work list is still large but beginning to shrink a little. Three hundred men had the time you read this we have everybody back to work.

In the vicinity of Alameda and Oakland the work is showing every sign of picking up. Mountain Boulevard is the scene of much activity with L. C. Smith and Gordon H. Bull moving dirt on their jobs and trying to finish so that traffic may be turned loose by this Fall.

Gateway Park has two jobs in various stages of completion right here in town. Their job on the Coliseum Tunnel approach is going at full speed in an attempt to get ready for the new Sports Complex job which is just getting started good. By the time you read this we should have quite a few members working on this project.

DOWNTOWN OAKLAND

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

We had this pre-job conference with Shire-Keller-McCoy 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 across with them and will fill most from out our out-of-work list. They will have in the neighborhood of 60 Operating Engineers working three eight-hour shifts for the next three to three and one-half months on this project.

We will have more to say at start to break. Work is going on now preparing the portal sites so that they can start underground work.

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.

As a positive change in the weather a tunnel is daily taking place along the Rapid Transit right-of-way near Concord and Walnut Creeks. Rails are going in place on this section. The shear completion in conjunction with the car repair and service yard, which is now ready for outfitting in preparation for the first rolling stock to be seen on the line for test purposes this month.

Manzanita Construction Company is making good progress on the overbridge section. Thirty of the 42 concrete columns have the pilings driven and 25 are up to the cap and piles ready for concreting.

No parallel girders to be set in place.

Three are 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 as possible 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 specially constructed four-legged gantry crane called a "traveler." (See picture.)

The crane was designed and built by the Beeze Company. Its four legs rest on rail carriages 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 Rotsien, Rosenfield and M.G.M. on a 125-mile pipe line for Standard Oil. It is to be run from San Jose to Sacramento and a branch into Martinez. It is to start near the Berkeley pumping station and should kick off the first of April.

HARRY ALAMEDA

McGuire and Boster has begun work on the Hayward Airport job laying pipe with Brothers at England, on a Model 8 Hoe; Sam Living on Louder; Lynn Coney on Backhoe, and John Norberg laying. They will finish the Scarp- ing Job and put the dirt on end within the week.

Oliver DeSilva Construction is starting a couple of sub-divisions in the Fremont area. The company is getting production out of its five Hancotte scrapers.

O. C. Jones started site work on the $3 million Montgomery Ward Shopping Center and the Fremont Hub. The men are also getting in a subdivision 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 $300 million.

Brad Ricks 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 C.T.T. program to learn to run a dozer. He said it improved him 300 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 California, has the Rapid Transit project on its pipeline and is going to develop the rock structure, which puts them at the ground level of the plant. The work picture has changed rapidly. At this time there are nine operators and clerks.

The Fredericks and Watson freeway job, at Danville, has approximately 25 operators and clerks.

The Fred J. Early Company's elevator plant on the Richmond Highway is 20% finished with 3,500 cubic yards of concrete poured leaving 1,500 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 overall picture on this project changes rapidly. At this time there are nine operators and clerks.

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.
Major Highway Project Sells $5 Million in Bonds

By NICHOLAS CASEY, GAIL BISHOP, and JACK BULLARD

The city of Reno has sold $5 million worth of bonds for the city's major highway project, Mayor Stimpson announced yesterday. The bonds will finance the construction of the new Highway 80 bridge over the Truckee River.

The project is expected to create over 1,000 jobs and improve traffic flow in the area. The bonds will be issued in two tranches, with the first tranche of $3 million available for immediate use.

Mayor Stimpson said, "This is a significant step forward for our city. We are excited to see the project move forward and create jobs for our residents."
Delta-Mendota Canal Set For Face-lifting

By WALTER M. TALBOT, AT. MENAGARA
and GLENN DORNEY

STOCKTON — A date on the
brongh we have been predicting would see construction work get-
ing 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 18-mile-long new concrete-lined and related structures of the California Aqueduct, from Chronicle Road 65 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 Depart-
ment 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 con-
tribute to the expected increase in the April employment of operating engineers are: Granite Construction Com-
pany'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 spillway 18 inches for the 66 miles length of the canal. J. V. Wickiley, Inc. of Alley will do the paving of eight miles of four lane divided freeway for the McNamara Corporation near Tracy. At this time the McNamara Company has a small crew preparing the sub-base for the Wickiley Company.

Chris & Sons and A. L. Craft, low bidders at slightly over $500,000 to construct 26 miles of a new 40-foot, two-lane expressway alignment between Ione and the junction of Highway 19 near Central House. This new job on Highway 124 adjacent to the Mettry-Craft job is ready under construction, making approximately a total of 71% of the 100-mile freeway between Ione and Highway 16 for this firm. In addition to the two road jobs mentioned, O. K. Met-
try & Son have the Jackson Valley Dam to finish. This project started last fall and work was stopped during the winter rains and floods. However, this job also

In March, has the contract to do the clearing for Parker on this job. Gibbons & Reed has started the clearing phase of its road job at Twin Bites on Highway 36, 100.000 and grading will get underway as soon as the right-of-way has been cleared. Continental-Heller, low bidder to the California Youth Authority for the construction of additional facilities at the new center near Fullerton, has started sub-contrac-
ted all underground utilities, grading and paving to A. T. & S. Inc. Senior Continental-Heller bid was in excess of $800.000.

S. M. McGaw Company, of Stockton, started the Jack Tone Road job in Santa Maria Valley, from Highway 130 to Highway 99.

John's not yet bid, but expected to be let this month are:

Thirteen miles of four lane divided freeway will be constructed to be con-
structed between Sth Road, in Stanislaus County, south to the Gordon H. Slull City, in Merced County. This is the second stretch of West Freeway in this project. This district: however, the major portion of this job will be in the Fresno District.

A bridge to be constructed for the West Freeway over the future California Aqueduct five miles west of Tracy. Estimated cost is $800,000, which will include construction of the sub-
structures for two interchange ramps and a half-mile detour around the bridge site. The bridge location of the future Aqueduct and Highway 99 crossing will be in Alameda County. Also another 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-

FULL HOUSE — the yard at Western Contracting, on Del Puerto, section of California Aqueduct, is brim full during change of shifts with random scrapers, loaders, hoists, and cows gracefully on hillside in background.

The major project which will help create this situation is the 18-mile-long new concrete-lined and related structures of the California Aqueduct, from Chronicle Road 65 miles south of the City of Tracy, to the north end of Western Contracting Corporation's job, in Del Puerto Canyon west of Patterson. This new job on Highway 124 adjacent to the Mettry-Craft job is ready under construction, making approximately a total of 71% of the 100-mile freeway between Ione and Highway 16 for this firm. In addition to the two road jobs mentioned, O. K. Mettry & Son have the Jackson Valley Dam to finish. This project started last fall and work was stopped during the winter rains and floods. However, this job also

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SALT LAKE
Sincere sympathy to the families of Brother Glen C. Marshall who passed away this month, and Brother Doyle Salzs who was killed on March 1.

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

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 a special thank you to Brothers and friends who have visited and helped and visited him since.

Bill Steffner 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 Dalgh is in the Brookside Hospital with a bad back and may have to have an operation.

Brother John Battenfield 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. Brother Dalgh was wearing a hard hat as he hit the boom and put a hole and a bend 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 heavy arm of the crane he was 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-horsepower backhoe on the Glouville job, and was hurt on the job.

Brother Bartlett Tucker has an interest in special Business Representation. He is going more jobs for Local 737, and -a half local, Local 3 and Local 16 is looking into the possibility of settling on a statewide basis with the Carpenters' Union over the dispute of survey work on a certain type of commercial building construction. This settlement will afford many jobs, and will continue to support many jobs for the technical men.

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

65' Insurance for Aged up 21 Per Cent

The commercial insurance industry may be looking for a steady plan of health care for the aged will cost New Yorkers 21 per cent more unless a rate is approved by the state's insurance superintendent. Subscribers to the "bare" hospital plan of the New York 65 Health Association will pay $12 a month instead of $10. The rate for the major-medical plan for monies will be $45, and the combined plan will cost $55 instead of $40.

PRECIOUS SLED
The steel industry may think twice before the Bob Hope quiz when steel majors meet to discuss a special award for activities for the United Services Organizations.

We would have given you a major award if he had been old enough," 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 mechanic. Sometimes it is a service representative for Automobile Mechanics, 1964, the Central Labor Council.

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

Personal Notes

Survey Notes
By DAVE REA

The survey work load is spotty throughout Local 3 jurisdiction. Surveying in Oakland, in particular, is running for the first time in five years, and a large numbers of new homes is being built all over the city. 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.

Large numbers of Business Representatives are gaining more jobs for Local 3 surveyors, and other Local 3 members.

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