Dues Schedule Set for July 1

Effective July 1, membership dues in Local 3 will automatically increase one dollar per month, according to the Article VI, section 2 of the By-Laws amended by the majority vote of the membership September 14, 1964.

The dues increase, however, does not apply to any specific organizing campaign for which the Executive Board exercises the authority granted to it under Article IX, section 5 of the By-Laws.

The Standard Dues schedule as of July 1, 1965, will be as follows:

- **A. California and Nevada**
  - Parent Local: $27.00 per quarter
  - Sub-divisions A, B, C, and E: $24.00 per quarter
  - Sub-division D: $6.00 per month

- **B. Utah**
  - Parent Local: $24.00 per quarter
  - Sub-divisions A, B, C, and E: $21.00 per quarter
  - Sub-division D: $6.00 per month

- **C. Hawaii and Mid-Pacific Islands**
  - Parent Local: $32.00 per quarter
  - Sub-divisions A, B, C, and E: $20.00 per quarter
  - Sub-division D: $6.00 per month

Subsection 2 of Section 2 of Article VI provides: "For the effective July 1, 1965, the quarterly and monthly rates due in the above schedules shall be increased by $1.00 per month."

There still seems to be confusion concerning delinquency and suspension, and it should be noted that Article VI, section 5 provides the following:

"A member who is 30 days delinquent in the payment of his dues shall be subject to suspension as provided in the line of his Local Union. He shall be suspended as of the 31st day, unless on or before the 10th day of the third calendar month of such delinquency he shall have paid his arrears. Any member suspended will, additionally, be required to pay a reinstatement fee as scheduled and will lose certain benefits.

Business Manager Al Clem and Safety Director Dale Marr urged Local 3 members to watch the National Safety Council Special on television May 24 on CBS. It will feature a driver's test that viewers will be able to take in their living rooms. A considerable portion of the program, called "The National Drivers' Test," will deal with the six positions of a two-car crash as developed in the Driver Improvement Course.

General President Hunter P. Wharton, vice president of the National Safety Council representing all labor, has urged all union members to participate in the test. He said it will help reduce the holiday carnage on the highways through a greater awareness of safe driving.

The program will test drivers' judgment in two-car collision situations; their knowledge of road rules and ability to perceive driving hazards. Special slow motion and normal speed playback will let viewers share the experiences of a collision and "near-miss."

The program is designed to create a deeper awareness of driving on highways prior to the long Memorial Day weekend.

Viewers will watch high-speed how accidents are staged by experienced stunt drivers, as they develop and occur.

In another dramatic part of the test, viewers will be in the driver's seat faced with a number of potentially serious driving hazards and asked: "How many did you spot?"

Tune in and take the test. Don't learn to drive by accident.
Negotiations Heavy

We have been extremely busy during the past month in various negotiations and preparing for future negotiations. I would like to take this opportunity to welcome the employees of the Birti-Matthias Truck Company, of Eureka, into the membership of Local 3.

We recently completed the negotiations with this firm, and we feel that the new contract which was signed is in the best interests of the members. The company has been operating non-union for many years and in order to secure a fair contract, it necessitates considerable time at the bargaining table exchanging ideas with the employer and his representatives. However, we are confident that the new contract will go a long way in stabilizing wages in this area.

We are continuing to negotiate with the representatives of the Tenco Company, located in the Marysville-Sacramento area, and to date we are making fair progress. This company has been operating non-union for many years and in order to secure a fair contract, it necessitates considerable time at the bargaining table exchanging ideas with the employer and his representatives. However, we are confident that the new contract which was signed is in the best interests of the membership involved.

Negotiations were completed with Murphy Scales Company, in Sacramento, and in the contract has been ratified by the employees. This, also, is a new firm recently organized by the representatives of the Tenco Company.

TWO CONTRACTS SIGNED IN GUAM

We recently signed two labor contracts in the Island of Guam, and we have a number of negotiations before the National Labor Relations Board awaiting final decisions as to when the elections will be conducted.

It is necessary to work in Guam to stabilize wages in this area and to secure proper agreements which will afford the members of our union sufficient income to assure them of an adequate way of living.

The regular quarterly meeting in Honolulu was very well attended with a number of workers and members present. At this meeting, we are able to meet the members of our union sufficient income to assure them of an adequate way of living.

NATIONAL PIPE LINE CONTRACT

It was gratifying to note that the meeting in San Francisco, District 1, was well attended. I was unable to attend the District Meeting in Redding, and Marysville during the past month because negotiations were in progress with the National Pipe Line Contractors, and a committee composed of Local 3 Vice-Presidents and representatives lived.

Despite the fact that this contract covers portions of the United States where the wages in highway agreements are extremely low, we were able to secure a fair agreement with this group of employers. As far as Local 3 was concerned, the major change was in the State of Nevada, where working conditions and wages on cross-country pipe line work will be the same as those in the highway agreements, whereby, formerly this condition only existed in California.

GENERAL PRESIDENT IN S.F.

On Sunday, April 11 there was a Joint Meeting held of the Business Agent and Executive Board of your Local Union, and we were honored at this time to have General Presi dent H. W. Wharton, General Secretary-Treasurer Newell Carman, and Executive Vice-President Richard Nolan in attendance. They addressed the Joint Meeting, and as always, their talks were very constructive and informative.

On Monday, April 12 we attended the first public showing of the test run of the power train of the Rapid Transit system at Concord, California and Brother Wharton was one of the honorees.

WHAT IS A 'GOOD AGENT'?

From time to time I have been asked by many of the members of Local 3 just what constitutes the duties of a Business Agent. His life is a never-ending round of varied duties, and many times these jobs entail extended periods of time away from his home and family. All this, of course, is not all, his life is not, and it is not routine, and only those who are deducted to the cause of the labor movement should ever consider accepting this position.

A good agent, in order to do the job that is expected of him by the Brotherhood must be a very dedicated man. For this reason we have conducted seminars from time to time in order to keep your representatives informed of the ever changing laws and working conditions to help him keep pace.

If all the agents did not have the whole-hearted support and
Encouraging reports from all over the Local 3 jurisdiction indicate that this could mean higher incomes for the majority of our members.

Federal, state and private expenditures in heavy engineering construction should reach all-time highs, with new millions planned for freeway and highways, dams, and flood control projects, which purged cities, towns and villages in California.

Northern California have created many new jobs. Major dams which were hard hit by Winter’s fury, and in some cases set back to original starting dates, will provide additional jobs throughout the Summer and Fall months.

And while the jobs are being let, Business Manager Al Clem and the Office of Local 3 are getting ready for the negotiations for the new agreement, which will be presented for the next month.

Brother Clem recently saw the completion of the second On-the-Job training program at Camp Roberts and issued completion certificates to the trainees. He feels that with the additional training these Brothers received at Camp Roberts, they will have a better opportunity to increase their job potential and make a better way of life for their families.

Also, through his efforts, there are more Brothers who will shortly be covered under the Health and Welfare plan of Local 3 with the reduction of bank of hours to 100. The reduction means that four to five thousand more members and their families will be enjoying increased economic benefits through hospital and doctor insurance.

These are “fringe benefits” won over the collective bargaining table at contract negotiation time. These are benefits in which Brother Clem and his staff of officers have been successful in securing, and there is no reason to suggest that he won’t be successful again because he is aware of that “better way of life for our members and their families.”

**ACADEMY APPOINTMENT MONTH**

Recently, Brother Clem received a letter from Sen. Thomas Kichel relating to Congressional appointments to the military academies. He recently concluded at Camp Roberts. Clem and Secretary Henning worked very hard to establish the first training program for the Engineers last year, and double their combined efforts to secure an expanded program this year.

It is “teamwork” like this which will help Local 3 grow. It is the combined-membership “teamwork” which will help your Union Manager and staff sift through the hundreds of suggestions you members have made concerning the upcoming contract negotiations. Through combined efforts working closely with, the economic betterment all Local 3 members we all will all have a better way of life.

**MEMO from the Manager’s Desk**

Continued from Page 2—

cooperation of the membership as they do, his job would be a helluva lot easier. However, by continuing to work together as a team, I know that we will achieve the ultimate goal, keeping conditions better security and sufficient remuneration for our labor to provide a better way of life for the engineers and their families.

**WATCHTOWNS AND AGREEMENTS**

During the month of April there were 13 regular agreements signed and 178 short form agreements, making a total of 191. There were 2246 members dispatched to the various jobs during the month.

**How to Buy**

**WHAT DOES ‘MODEST ADEQUATE’ BUDGET COST?**

By SIDNEY MARGOLIUS

We’ve brought up to date the Bureau of Labor Statistics’ “modest but adequate” budget to see how the average family is faring in 1965. It’s living a little better, but still running a neck-and-neck race between earnings and living expenses.

The average cost of the modest budget for a man, housewife and two children under 13, not including Federal, state and Social Security taxes, is now approximately $5800 a year, as little over $400 a month.

The $5800 cost is close to the average family after-tax income in 1965. Combined Federal, state and Social Security taxes for a family this size would be in the neighborhood of $700. Here is the approximate cost of the budget in different cities:

**New York**

Husband, wife, 35-55

$900

Children under 13

$190

**Cleveland**

Husband, wife, 35-55

$800

Children under 13

$150

**Chicago**

Husband, wife, 35-55

$800

Children under 13

$150

**St. Louis**

Husband, wife, 35-55

$800

Children under 13

$150

**Minneapolis**

Husband, wife, 35-55

$800

Children under 13

$150

**Denver**

Husband, wife, 35-55

$800

Children under 13

$150

**Seattle**

Husband, wife, 35-55

$800

Children under 13

$150

Since 1957-59, living costs have gone up more than average in New York, Cleveland, St. Paul, Minneapolis and Chicago.

A budget obviously has to be adjusted by family size also, (though not in direct proportions) and also by the ages of the children and parents. Older children require larger allowances for food, clothing and other needs. Here are adjustments in the average cost, based on RUG data.

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<thead>
<tr>
<th>Two and Three-Person Families</th>
<th>Relative Cost</th>
<th>Relative Cost</th>
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<tr>
<td>Husband, wife, under 35</td>
<td>$62</td>
<td>$505</td>
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<tr>
<td>Child under 7</td>
<td>$73</td>
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<tr>
<td>Husband, wife, 35-55</td>
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<tr>
<td>One parent under 35</td>
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<td>Two children</td>
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<td>Four and Five-Person Families</td>
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<td>Three children, 6 to 16</td>
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</table>

Husband, wife, 35-55

Older children require larger allowances for food, clothing and other needs. Here are adjustments in the average cost, based on RUG data.

| Three children, under 13      | $584         | 100%        |
| Non-working wife does not include savings or taxes. | | |
By HAROLD BUSTON, W, W. WEEKS, RAY BARNES and BILL METZ

MARYSVILLE—Programmed on the Hoops stretch of Oroville Dam in helping to halt foring and final peaking of the two waters of a normal rainfall welcomed by everyone and the Brothers would be back southwest of addition, there will be a staff.

Inch-by-inch the system is with the weather, the 1965 production was 4,0

4 .

The job is located eight miles above the Feather River dam and reservoir at Thermalito power plant, is four months behind schedule this year .

The amount is part of $263 million construction schedule in 1965 for the entire State Water Project.

Contracts for construction of the dam under the Bureau of Reclamation are expected to begin in the near future and to be completed in April, 1987.

RENO REPORT

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

RENO—Large-scale work projects haven’t started in Nevada, and so far there’s a lot of talk and little action.

We had hoped that by now many road jobs would be rolling along. Generally, the work picture is good, but why hasn’t it started, no one seems to know.

A contract for the completion of the Clear Creek Job was recently let to Hunter and Searsman Construction Company of Idaho. The job is located eight miles southwest of Carlin, the largest industrial area of Nevada.

The Center will be built to house 200 volunteers. Corps will start with 10 youths and will gradually increase to a maximum of 25. At the end of the year, there will be a staff of 60 instructors. Construction should be complete by July.

RENO-SPARKS

In the Reno-Sparks area, the building construction is moving along with the weather, a day on and a day off. The subdivision work is starting to move along now that winter is technically over. The street services and house foundations are being readied for the “wood boxers.” We can’t imagine what all the people are coming from, but since it progressed so fast in the spring, we can assume, to Reno with plenty of money.

Tile and rubber floors are being readied for the tourist trade.

The hotel and motel building is being readied for the tourist trade.

The street projects are coming along nicely, with both towns full of activity. The Oddie Boulevard extension and the 50-foot roadway along U. S. 50 East of Carlin are expected to begin by now. South Virginia street will start a “face-lifting” about May 1 , on a 10-foot feature of width, to the roadway after they had passed. The work involved in the clearing of smoke Haney’s bridge come tumbling down, almost, but not quite! Actually, the 34-year-old concrete arch bridge is being removed with a series of small blasts. The old Haney’s bridge on the Feather River, just downstream from the Oroville Dam, has been a landmark for many years.

Safety precautions were ordered because the blasts were expected to follow one another extremely. Care was exercised to avoid material damage and personal injury.

ACCORDINGLY some made for the public to view the blast from the highway. All safety precautions would be made necessary a role that no one will be allowed near the bridge itself or close to the blast area. Oroville Dam Constructors will remove the structure over a period of several days. None of the individual States is expected to be v e ry spectacular. The old bridge was built in 1891 as a part of the levee system in its youth. It has been found to be a sturdy structure as engineers prepare to remove it.

CLEARING CONTRACT

A contract for clearing the Oroville Dam reservoir site has been awarded to the J. G. Langendorf & Son Company of Baltimore, Maryland.

The award was made by the Department of Water Resources on the basis of the company’s low bid of $4,513,807. The bid was 30 per cent below the State’s estimate of $6,708,150 and was the lowest of seven received. The highest bid was $8,040,918 submitted by a Washington State firm.

In our meeting with company officials the previous to the acceptance, they have informed us they plan to start work immediately.

The job involved in the contract includes the clearing of trees and brush from 7,750 acres, clearing trees and brush from strips of land around covers on the reservoir and removing all trees 60 feet or taller from 1,500 acres.

All man made structures within an area of 4,020 acres must also be removed. The job is expected to begin in the near future and to be completed in April, 1987.

Silver State Construction has experienced some hard work spells at the Currie, Nevada Camp job on U. S. 50.

The receipt job, building the Carlin Gold Mining Company gold mill, is nearing completion. This was a fine winter job for several Brothers, with an appreciable amount of overtime and specially craft pay.

HUNT SIGNS AGREEMENT

As you know, Brother Jeff recently signed a new form agreement with Local 3, first in Elko. He headed work from prime contractors as a result, and it is in our advantage and interest to inform the word that there is a Union Construction locally available, but interested for any work but exclusively for leasing. Other local contractors will now "GET THE MESSAGE."

Once again, let us remember to keep a positive attitude. Work of hundreds of hours at each clasification this year, to be given in satisfactory settlement of wage claims.

CONCLAVE—members of Executive Board are attentive at recent meeting while Gene President Hunter P. Wharton was talking. At right is Business Manager Al Clem.
$6 Million Freeway Starts: OPUD Water Project Outlined

By HAROLD BUSTON, W. R. WEEKS, RAY BROWN and BILL METZ

MARYSVILLE—From the low foothills of the Central Valley, the Marysville District has witnessed one of the most expensive speculative developments in the State of California. It has been a long drawn out process, but the project is finally underway, and will take many more.

"I hope all the members of the project are present," said Mr. Bill Brown, District Manager, "and that all the members of the board will have sent in their suggestions for the new Master A.G.C. Contract for North- ern California districts. Negotiations began in the near future. We are at present with a discussion of the project, which is an immediate concern to the Marysville District.

The new reinforced concrete truss at Chico, 906 feet long from the left end of the bridge, and initially, there will be a new concrete truss which will continue to use the old road.

Mr. Jack O'Brien, Inc., of Sacramento, is contractor for the $475,000 bridge and southern completion is estimated in approximately one mile. The members of the board have already dispensed some Brothers of the district, and hope they will late many more.

CHICO FREEWAY

Graduate students at Chico University and Small have received work on the $314,973,000 construction project in Chico- tion work is moving right along, and they have been able to get this bridge to 150 feet from the left end of the bridge, and the last month of the basic material for this project.

Work also resumed on the sec- ond Unit of Highway 60 freeway, which is still under construction. The $2 million four-lane project, started late in 1962, is expected to be completed about mid-sum- mertime this year. The freeway unit through Chico, which was completed and landscaped.

GREENVILLE JOB LET

Christenson and Jarframe of Go- vernment City, have won the bid of $127,015 for construction of a new Highway 50 from Gre- vere. This will be the largest project in the history of the town.

The project consists of widen- ing the existing roadway, north of Smith Hill, at three locations, for a total of approximately one mile, to provide truck-climbing lanes. In addition, the existing highway, within the limits of the project, will be reconstructed with asphalt concrete pavement to re- duce the number of trucks and to reduce maintenance costs. One of the truck-climbing lanes will be required, during working hours.

In talking to the company they plan to start work at once, weather permitting.

THE BRIDGE

The $1.5 million suspension bridge over the Middle Fork of the Feather River near Bidwell Bar, which is more than 400 feet in length, was first proposed in 1962, but work was halted due to protests of the local residents. The bridge was completed and is now under construction.

The bridge is under the John C. A. Construction Company and the Bethlehem Steel Company is part of the Ohioville Dam. Project.

The second highest highway construction project in California.

When the bridge is filled behind the Ohioville Dam it will bring to the local people the fruits of the bridge, Ohioville Lake is scheduled to be filled beginning in fall of 1964.

GRASS VALLEY

A collective bargaining agree- ment between the Sierra Truck & Motor Co. in Grass Valley. At the present time there have been many meetings between the two parties, and we urge the members of the project which we have just entered into this field to call themselves a few ques- tions.

Some of the questions they said, "Have I chosen wisely?", "Will I be satisfied to work in this line of work—just today or to-morrow, but for the next thirty years?", and "What opportuni- ties are there for advancement and for me to assume additional responsibilities?".

The project, one of the primary reasons for entering into a business, is to get a good look at themselves in their own business. They have to decide whether they are willing to work with the ready mix pavers, their employers and their fellow workers have more and more invested in their apprenticeship, if they are not going to continue their training, they are going to try to make themselves and give their fellow workers a chance.

Diamond Steel is still going strong, they are still expanding in the trailer business, and have many more employees, even though the change is early in the program when everyone has the minimum invested.

Following is a list of "Duties of the Apprentice":

- FULL RESPONSIBILITY FOR RULES AND REGULATIONS
- INITIATIVE
- ORAL AND WRITTEN APPRECIATION FOR RULES AND REGULATIONS

- PERSONAL CLEANLINESS GOOD WORKMANSHIP
- RESPECT FOR AUTHORITY
- RESPECT FOR PROPERTY
- PRIDE IN GOOD WORKMANSHIP
- PUNCTUALITY
- FULL RESPONSIBILITY FOR RULES AND REGULATIONS
- INITIATIVE
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- PERSONAL CLEANLINESS GOOD WORKMANSHIP
- RESPECT FOR AUTHORITY
- RESPECT FOR PROPERTY
- PRIDE IN GOOD WORKMANSHIP
- PUNCTUALITY
Fresno Keeps Up With Changing California

By JOE MILLER, STAFF WRITER

GENE FORTH and CLAUDE ODON

FRESNO—This area is rapidly changing. Central California had a dramatic change that is prevailing throughout California. This has been true all along, but the area has been basically agricultural for many years. With the exception of the numerous small towns, there were virtually no houses such as stores, hotels, etc., the land surrounding such communities was in crops of one type or another.

More recently, in the past few years, this situation has changed tremendously. The change is rapidly going on at present and as a result we see a new era beginning.

We do not see a complete change in the landscape, but also a change in the people living here. With this comes a change in the community which is all over the area welcome this change, while others bitterly resent what is happening in the area.

In regard to the landscape we find a change in areas where there once stood vast fields of pasture land, even small towns have been completely replaced by new huge commercial shopping centers. These centers are located close to larger areas with new schools, churches, medical centers and a multitude of other facilities that make the community grow.

A growth in population is seen in almost every community in the area. This growth of community is taking place in a form that is required to meet the needs of the people. As a result, we are seeing a multitude of undeveloped land or sections of orchards and agricultural areas, we now find commercial business.

Large and small factories of different types are springing up all over. New industries are being start up in the area which is still primarily agricultural area. However for sure, a change is taking place in our agricultural businesses.

Construction work which involves building a new service station to the construction of the highway would be considered.

Sacramento Digest

ELVIS Freeway Widening to Start Soon

By ERNIE NELSON, AL DAVIT, CLAY ROONEY, ART GAZARDO, JOHN PULCHIO

SALEM—A bid of $1, 440,000 by Gordon Ball Enter-
prises and Homer J. Olson of

Fresno, Contra Costa County, was the lowest of four bids re-
ed for the state division of

Highways for widening Elvis Freeway from four to six lanes.

Work will begin in about six weeks. Completion is scheduled to be completed in about 18 months. The project is a part of the new roads at a point near Arden Way, a distance of approximately two miles. Two lanes of traffic in each direction will be kept open at all time. However, as work progresses, temporary detours will be necessary. They will be handled as was done in previous projects.

When finished the widened freeway will run parallel with the existing 29th and 39th street freeway now under construction. Completion is set for completion at about the same time.

The weather has really played havoc with the work in the mount-

ains, particularly during mountain storms. American River Constructors were forced to clear down opera-
tions for a few days until the storm passed. The state has al-

ways found that the hills have not suffered any damage at the bridge.

The state line is located and the bridge is expected to be ready for early June.

Some Heart Ills Due
To What's In Blood

Dr. Fred Michelson has diagnosed certain serious abnormal heart beats associated with kidney disease and other disorders are the re-

sult of what is in the blood, not in the heart muscle.

Dr. Stanley Franklin and Dan-

iel Simmons of the Mount Sinai Medical School have demonstrated in animal experi-

ments that such heart irregularities are directly proportional to high kidney levels in the blood.

They found that when they loaded the animal's blood with potassium, heart irregularities were almost immediately de-

tected on the electrocardiogram.

Kidney disease and certain other disorders result in too much potassium and acid in the blood and acid may lead to high kidney levels. Medical authorities have not been certain whether the animal's blood or the high potas-

sium lead to the heart irregu-

larities.

But the Mount Sinai research shows that high potassium as the culprit which could be controlled with drugs. The heart disorder, and perhaps serious heart irregularities.

If the disease could be treated the blood tests might spot rising potassium levels before heart irregularities occur.

For an occasional update on the news, you can subscribe to the Elvis Freeway newsletter. The newsletter is published every two weeks and covers developments on the project. For more information, contact the project office at 123 Main St. or visit the project website at www.elvisfreeway.com.

Rocks by the River Construction Co. has been awarded the contract to build a new bridge at the White Rock Dam site. The company is working on the site and will start construction soon. The project is expected to be completed by late 2016.

The company has another over-

pass job at Elkins Ranch north of the city. The project is expected to be completed by early 2017.

Hardeman, on the N.D. proj-

ect, is nearly at the halfway point. The project is expected to be completed by late 2017.

Pulchino the E. Co., is working on the site of the new hospital in the area. The project is expected to be completed by late 2018.

Fadel Construction Co. is working on the Fadel Corporation's new headquarters in downtown Fresno. The project is expected to be completed by late 2018.

The Walsh Construction Co., at the White Rock Dam job, is building a new pumping station. The project is expected to be completed by late 2018.
by the time this article reaches the readers.

**RESURFACE JOB**

A. Teichert & Son were low bidders to the State Department of Public Works for $200,000 to widen and resurface southbound lanes of Highway 99 between French Camp Road and Weber Road and northbound lanes between Weber and Mariposa Roads.

Teichert also was low bidder on three San Joaquin County road jobs totaling about $300,000. The largest bid, at $180,000, was for resurfacing of Chualar Road in the Tracy area from Lime Road to state Highway 30. The smaller contract, also in the Tracy area, is for reconstruction of Lime Road to S.R. Road. The third job is in the Linden area of Maricopa and Fruit Roads.

**WEST SIDE BRIDGE**

Gallagher & Burke, Inc. of Oakdale, was the low bidder to construct a West Side Freeway bridge over the future California Aqueduct, five miles west of Tracy. The firm bid the job at $590,000. That project will include the bridge, substructures for two interchange ramps, and a detour road around the bridge site.

Also involved is a bridge over the aqueduct at Patterson Pass Road and realignment of a 500-foot string of that road to provide a connection with the West Side Freeway. Gallagher & Burke subcontracted the dirt work at both sites mentioned above to Leo Stephens of Stockton.

Human & Lawrence Engineering Co. is constructing concrete slabs for Sprinkles Sugar Co. in Manteca on a continuous pour basis with a joint operator on each shift. However, the job will only provide seven to eight days of work to complete the pour.

The new slabs will provide storage capacity of more than 37 million pounds of sugar, increasing the output of the factory by at least 20 per cent.

U.S. Dredging Co. has approximately three months work for the section dredge "San Mission" in the Stockton Turning Basin deepening the Stockton Channel to the Calaveras River. Total cost of the project is $200,000.

United Sprinklers, Inc. of El Monte, was low bidder at $117,000 for construction of a nine mile and 200-gallon system at Manteca. Work will commence when legal technicalities are completed and $25,000 is raised to cover the cost of the equipment to be sold for the project.

Granite Rock of Watsonville, has acquired a gravel pit west of Veracruz and expect to have a permanent installation in that area. At this writing, Northwest cinder is being used to erect the facilities necessary to process aggregates. Also, in this same general area, the State will be calling for bids to construct a new highway to connect the Modesto Road to the McNamara Corp. Freeway interchange.

Continental-Hiller has moved its personnel from Macy's new department store, recently completed on Pacific Avenue, to the California Youth Authority job, on Castle Road, south of Stockton. This is the third contract under construction at the C.Y.A. site with Nonnistine Construction Corp. still working on the first phase of this project. A. Teichert & Son has the sub contract of the Continental-Hiller job for all underground utilities, grading and paving.

The Hinckley & Galvan have the electrical contract for the new installation. Later this year, third complex will be advertised for bid. Overall expenditures are expected to exceed $80 million by the time the school will be completed some ten years hence.

Our thanks to Brothers Stanley Francisco and Tony R. Smith for their recent donations to the Engineers Blood Club.
Pulp Mill, Freeways, Bridges Top Eureka

RAY COOPEL and CURLY SPENCE

EUREKA—Work in this area has not changed too much since our report last month, but by the time this issue reaches you, we hope the spring work boom will be well on the way.

The flood cleanup work is still keeping many brothers busy, however, winter rains are putting a severe damper on starting dirt jobs. As soon as weather permits Frederickson & Watson will begin 6 miles of freeway at Klamath. We anticipate this job to go extra shifts, and more than the normal number of work days per week in order to be completed in the time limit of 83 working days allowed.

Thomas Construction Company of Fresno, was awarded the Willow Creek bridge job on Route 96, and is starting construction immediately.

Low bid of $2,000,025 was entered by Fruita-Collins Construction Company, of San Mateo, for the three lane South Ecola bridge. Arthur B. Sibi Company will be doing the approaches, and "Barnhill" Barnhill will be driving the pile on this job.

Another good-size job coming up this month is $1,000,000 construction of four miles of new alignment on U.S. 101, including finishing grade, base and surfacing, between 13 miles east of Blue Lake and 2 miles east of Redwood Creek.

ANOTHER PULP MILL

Construction of the second pulp mill in this area is new under way. The $15 million Crown Simpson plant was awarded to Wright, Schachter and Harbor, of Seattle, Wash. and will be located across the bay on San Francisco Peninsula. This will mean steady work for about 50 Brother Engineers during construction.

Mercer-Frazier Company is laying and grading roads on this site.

Peter Kiewit Company was awarded the job of building dock facilities for The Crown Simpson plant. There will be over 1,000 pilings driven for the dock and wharf.

The Georgia Pacific pulp mill in approximately 75 percent completed and still keeps a number of Engineers busy between "wildcat" strikes and individual pickets. This job should be completed as scheduled.

FLOOD CONTROL

We hesitate to commit our- selves on future dams for this area, as this will be a long range program and nothing positive has been announced.

At present a $3 billion long-range Federal and State program to provide flood control and water development for Northern California has been unveiled by the U.S. Bureau of Reclamation.

The Corps of Army Engineers hope to accelerate construction of California Water Plans projects which would give the greatest flood protection to Northern California.

The greatest expenditure is in Humboldt County where $250,000,000 is proposed for Sequoia Dam, on the Eel River, 10 miles above the mouth of the South Fork.

The proposed dam would be half-mile construction measuring 200 ft. The reservoir would have a storage capacity of 5,400,000 acre feet of water.

Long range plans for water resource development on the Mad River include reservoirs in the upper reaches at Sugar Valley. An earth fill dam in Butler Valley would be about 300 feet high.

A Levee system is planned for the Smith River, and on this project will begin very soon. Cost of levees and channels on the Smith River would run around $3,500,000. Levees would also be constructed on the Eel River from the Ocean and on the Van Dorn River.

Over in the Hoopa and Willow Creek area, Mcintosh and Med-Night Readycrete Company has a portable rock-crusher set up on portable rock-crusher set up on the project.

Tunklake Logging Co. is rip-rap- ping Trinity River in Hoopa, and will do the approaches to Willow Creek Bridge for Thomas Company.

Casey and Lind Construction Company has an extension on it's work until May 7, in the Bluff Creek area.

MARIN AT WORK... concrete piles are shown here in first phase of improvement to Highway 101 overpasses at San Rafael. Traffic will be speeded up by improvement of Irwin St. interchange.

Nicasio Road Project Resumes After Delays

BY AL HANSEN

SAN RAFAEL—The bulk of the jobs are down at the present time, due to the recent downpour—but by the time this goes to press, the weather should be clear and dry enough for the brothers to return to their jobs.

Work has finally resumed on the Nicasio Road project which should have been completed in one year, but stretched into two. The delay is chargeable to the State Division of Highways. The stretch of Nicasio Road near the new county corporation yard was graded last June. Paying was to have been completed last summer. Chilnualn Bros. was low bidder, but work has been delayed due to the rainy season.

Development of 720 acres south of Highway 27 at Black Pt. which calls for 370 single family homes, 600 multiple units, 16 acres of commercial and 32 acres of professional use has been presented to the Marin County Planning Commission. There would also be two grammar school sites, a nine-hole golf course, a small neighborhood park and a park bordering most of the development.

The Planning Commission also invaded the underground utility ordinance in approving a 17 lot addition to the Oceania Marina Development Co. tract at Dillon Beach. It required underground utility lines.

San Quentin Prison will have a new activity building to be constructed on the site of the old jute mill. The present activity building is approximately 100 years old. Pacific Coast Builders of San Francisco and W. K. Gibson of San Rafael are the contractors for this project.

We notice another old landmark gone from San Rafael to make way for a two-story office building. The old house demolished by Holt-Ager Bros. was built 65 years ago, and while the first blow from the tractor scoop, saw the "walls come tumbling down".

Northgate Industrial Park is still building up—the latest is a three building complex to be known as Margarita Plaza—consisting approximately one million dollars. Construction is to start within 30 days.

GOLDEN GATEWAY... three pile drivers, cranes, tech engineers dot this spread in San Francisco. Raymond Concrete Pile owns its own pile drivers and is on phase two of Gateway project.

In the background is the phase one of Perini Corp. project.

NEW RIG, OLD JOB... Peter Kiewit Co. is "mucking out" prior to driving piles on this dock job at Tiburon. Men are: Tom Brush, Bill Rogers, Les Miers, Bud Muckey, John Balma.
San Jose Report

Junipero Serra Freeway gets ‘Light Green’

BY ROBERT SKIDGELL, G. L. MOORE, JAMES N. BAIL, LAKE AUSTIN

SAN JOSE — The award to Green & Wissom for the $7,482,000 Junipero Serra Freeway, has set the whole in motion for this $80 million project, which will include 7.4 miles of six and eight-lane freeway, frontage roads, grading and paving with W/AC on CBT, and storm drain and sewer facilities. There will be approximately 3,000,000 yards of earth moved on this job. The company has set up a trailer office off South Ethel Blvd, in Los Gatos with Glen McAfee as Project Supervisor. Work is now in progress with the work crew of two being the one rubber-tired header starting clearing.

This will require approximately 30 Engineers at its peak. Dan Capito will be building the site for the work, which will be built before much of the dirt work can be started. Songbird Grading & Paving has been awarded the black spot. This will be an 18-month job, and in answer to the many inquiries we have received from the Brothers, there has been no delay in the one-earth-bound mix.

Wheatley & Jacobsen are making the capes for the steel and concrete track crane from the San Francisco Hospital job, which is just about complete, and the new high-apartment project on Cooper St. from Palo Alto. Songbird Grading & Paving has been awarded the contracts. Songbird also is grading and preparing the site for the new St. C. Penney store, on Alma St. in Mt. View which will be the largest store in the Penney chain in Northern California.

Piano Emco started its 50,000 square feet and seven months project on Stevens Creek Blvd.

James Engineering Co. started storied seven-story hotel project on Castro St. on Mt. View, on the 17th floor.

The Good Corporation, of Whittier, was awarded a $1,946,946 contract for Cohasset Apts, San Carlos. All the Valley Pipeline, this is a continuation of Houd's recently completed job, another portion of the inter-county water importation system, which is expected to deliver its first water this month. This portion of the contract is for 4.8 miles of 24-inch pipe to be installed between the Los Gatos Creek and San Simon reservoirs, and is a point on the Guadalupe River at the Los Capitalelos percolation point. As the starting date has not been determined, however, more information should be available at the next meeting of the News.

The Henry C. Beck Telephone Building is moving right along with no time wasted in its school. By the time of the next meeting the two trucks are 24 hours a day, for this will complete the 24 hours a day, for the 10th and last floor are now being poured.

Two climbing cranes go up every 100 feet of the wall, and through holes left in each floor with the help of special hydraulic jacks and cranes the walls are poured by the cranes, which can hold a large basket. Things get a little congested on top of the building with two cranes of boom of 204 and 25 tons, teeming 3,000 lb weight around.

It will be interesting, at completion, to see how the cranes cannot come down through the holes in the floors. They are sealed up after them. Remembering that they are 136 ft. from the ground, and that a pair of workmen will open these, another crane will be necessary to lift them off the building. So much for the cranes.

SALINAS-MONTEREY

Work in this area is sparse at this time. The Firestone job and Serra Freeway project in Salinas are nearing completion. The building work is looking up, and will bring in some additional work for the Brother Engineers. We hope that with enough of this type of work it will enable the Brothers living in the area to find a work or two at home when the season begins.

The Navy job at Alcatraz-Pacific is being completed at the rate of about 400. It will be a real job for the Sausalito, who usually show up at this time of the year for the watery work.

NEW WORK AWARDS

To L. C. Smith Co., $29,563 for widening of Highway No. 9 from Salinas to Monterey. This was for a $7,482,000 contract, much highway work was put in before much of the dirt work can be started. Brothers started its $80 million job, and if rain and traffic problems do not present too great a host, the job should get off to a good start.

West Valley started the telephone job in downtown Santa Cruz, and has worked until these last few weeks have brought a considerable amount of rain throughout the area, and most jobs are still down. Brothers at Granite are getting a little time (just enough to beat unemployment), but heavy construction jobs have not started to roll yet. Kerst starts his Giant Job, and if rain and traffic problems do not present too great a host, the job should get off to a good start.

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New Design for Dublin Freeway Overpass

By Ed Beane, Tiny Laux, Stan Gabber, Jerry Blair, Tom Carter and Bud Malley

OAKLAND — Another milestone in the development of Rapid Transit in the Bay Area was passed with the running of the first test car early this week and a half miles of test track that has been laid so far.

Car C, the first of three test cars made the pioneer run with a large group of dignitaries that included our General President, Hunter Wharton and Dr. Robert C. Weidinger, director of Federal Housing and Urban Planning.

The test cars will be adorned in brass as the featured speaker at the ceremonies preceding the event and as emblematic of the control of the car. He shared the latter duties with Adrien Titon, Jr., President of the Bay Area Rapid Transit District Board of Directors.

The first of the two brief ceremonies attending the running of the test car have launched a $100 million construction program for 1965.

Work has started on the three mile twin tunnels through the Berkeley Hills, the vital link between Alameda and Contra Costa Counties.

Before the year is out, construction will be underway on the Oakland Aqueduct, the Oak Street station complex in downtown Oakland where the Rapid Transit headquarters will be located, the Alameda-Oakland line, including the Cutting and Fairmont stations; and the three tunnels, Westwood, Oakland, and San Francisco which will be financed with $330 million in bond funds.

The bulk of the system will be financed with $711 million in general obligation bonds authorized by the voters of Alameda, Contra Costa and San Francisco Counties in November of 1962.

With these jobs underway there should be a considerable amount of work for members for the next few years.

BLOOD BANK TIME

We must report at this point that our Blood Bank is exhausted due to the great demands that are being made on it. If you are able to donate or know of anyone else that can donate please call our office or one of the Business Agents for further information when it is needed.

We would be very sorry to turn down anyone in need of blood but that is the position we are in at this time.

In Oakland, East Bay Devon-Valley has a full crew working on the Jackson Street freeway in Hayward plagued approximately 10,000 yards of material per day with trucks. Six engineers are keeping busy in the Hillery Pit loading trucks with an equal amount of engineers placing and compacting the material at the job site. They are getting a good start on the 50% job.

Carroll Construction and Banke are ahead of schedule on their Woodland Elementary School project and have recently fired six firemen from H.O. Rutherford to increase their productivity. They will be going up in about two months.

Brother Leonard Cutia is Superintending this job.

Titus Construction Company

Pump House... at Byron, Calif. shows a R-25 Whirl car at right and an HC-105 long belt, with 90 feet of boom and gals at left setting rebar panels for Guy F. Atkinson Co.

In Clayton, P.C.A. and Kaiser each have about 35 engineers working steady on their concrete plants.

DOWNTOWN

At this writing it is still raining, as work has slowed down some. However, there are some underground jobs going that are keeping a handful of our men working on the payroll.

With the Rapid Transit tunnel job coming up, there will be work for a good number of our Brothers.

L. C. Smith still has work left on his job as soon as it dries up, Ball will be moving on their job also.

Kaiser Steel has a number of our Brothers on their job building an offshore drilling rig platform, which will be towed up the coast to Alaska.

Cranetown has been going strong.

Remember Brothers, safety always pays off.

GATEWAY HODGE-Podge... man and equipment crawl over Golden Gateway project in San Francisco. Chief Smith is excavation contractor; Dean Whitehead, shown on loader, Ernie Walker on 977 Cat and Al Dodini is one of operators of polderman for Raymond.

San Francisco Dotted with Smaller Projects

By A. J. "Ruck" Hope, George Baker, Jim Meehan

SAN FRANCISCO — All over our California we read there are big projects in progress employing hundreds of Operating Engineers and many, many bridges, but in the "City by the Golden Gate" everywhere we look we are only left with the impression of the small handful of our men working.

As a matter of fact, when there are any projects going on, there is no job here it's our "biggest job."

These projects listed at "big jobs," include the: Kiepert's Juimpuro Serra freeway near Daly City; Mission-General, root of Oakland, San Leandro, Alameda and the San Francisco Garbage Dump.

Kiepert has 1.5 million to move and several structures, and the Mission-General section south should be let shortly.

Mission-General is working right through on this, with two pile driving rigs, seven pile drivers operating on the overall, a pair of truck drivers operating, a couple of cats, two sand suckers and several mechanics.

The company is under contract to the S. P. Port Authority to improve foreign facilities.

The garbage dump under Brother Wally Hobson, center of a great deal of controversy seems to be closer to about 35 operations including four cat skippers, bladers, bulldozers and backhoes.

Among the "big projects" are: the Golden Gateway, Phase Two, and Alcat Building.

Raymond Concrete Pile Co. has three pile drivers working the Gateway site. In addition there are pumpkins, forklifts, pick-up trucks, six backhoes, a cement mixer, two bulldozers and a 977 Cat. Smith is doing the excavating.

The Raymond Pacific Corp. is moving a lot of dirt in preparing the area on Ghosh St. for high-rise apartment buildings, and commercial and office buildings are going up all over the downtown area.

It was announced this week that Murphy Pacific Corp., of Emeryville, would give bids for three construction jobs to build the 500-foot new San Ma-to-Hayward bridge.

The crane will be built in Der-Val and will be placed out on a floating barge, 300 feet by 90 feet. The crane will have a capacity of 500 tons with 275 feet of boom.

The company has 5000 tons of steel to erect on the bridge. The barge will be self-contained city for the workers, with kitchen and dining quarters and equipped hospital facilities.

Conscience Money

An elderly lady who dropped in to the Internal Revenue Service in Manhattan for help in preparing her tax return early this week was told she didn't earn enough to file income tax. However, she dropped a check for $5 in an envelope, with a note saying: "Enclosed my demand for Treasury...I thought every Operating Engineer should give to the upkeep of his country."
warm weather helps utah's work load

By HUGH BODAN, JOHN THORNTON, MERLIN BOWMAN, YANCEY ABBOTT, JACK SHORT AND TOM BILLS

SALT LAKE—By the time this article is printed, we should be enjoying warm May weather and most of the work will be in full swing. The out-of-work list is decreasing steadily and it is our hope that this will be a long work season.

We are still having inquiries as to our new address in Salt Lake City, so we will print it.

1556 West North Temple, Salt Lake City, Utah 84116
Phone: 238-6494; 238-6497.

J. B. Parsons Company is moving their hot plant to Black Rock to pave two sections of grade recently completed by Summation.

Reed and Gibbons & Reed, Ross Birmingham will ramrodd the job with most all the crew that worked for him last year. Gibbons & Reed has a little work left finishing up their section but hope that should be through in a few days.

The men will now move to the access road on 450 South.

Malp. M. Parsons recently advertised a job for Kennecott Copper, building a molotyde oxide plant at Garfield, Utah. This will be the thirteenth of approximately three to five million dollars, and should last about one year and will employ about 10 to 15 operating engineers.

Things are going well at Western Knapp in Magna with Shorty Kimmeson as the job steward and Bill Kepley as the union steward and foreman.

We see the night shift, Jim Vaughn is the safety representative.

Things are really starting to move at Bechtel Corporation in Bingham Canyon. There are about 25 to 30 operating engineers working on that project now.

Everything is going well at Kaiser Engineers at Garfield, Utah, with George Farrell as job steward and Nephi Nemelka as safety representative.

We were shocked to hear of the death of Brother Eddie Narvich, who died of a heart attack. Many of the members will remember Eddie as a good natured, happy-go-lucky guy dedicated in making the big earth-moving machines. He spent some of his time overseas on various jobs the last one being in Greece.

At the time of his death he was Foreman for Gibbons & Reed on their project near Herriman, Oregon, to his wife, Joan, and their small daughter and Eddie's mother, we wish to offer our heartfelt sympathy and hope the years ahead will be kind to them in their grief.

Several crane bosses boost the skyline in downtown Salt Lake City with apartments and office buildings almost too numerous to count.

The new Valley Music Center has an added to the view off 1-15 in North Salt Lake City with its round dome that can be seen for miles. This dome was placed on the ground with dirt at a bottom tray that jacked up the columns by hydraulic jacks by Intermountain Lift Slab Corporation. The excavation is being done by Intricurate Excavation, Inc., a recently formed company who is signed to the new project.

NORTHERN AREA

Spring has made it to Northern Utah. J. B. Parsons' Construction Company submitted the low bid to pave 12 miles of Interstate 15 from 21st Street to 1900 South where the bid was awarded April 15, 1965. Concrete will be used on the base. The driving asphalt will be used on the packing and shoulders. The 1000 lane miles along the longest stretch of concrete paving on the Interstate system in Utah.

Fife Company has this new good weather to get their Harriston, County paving extension started. Fife Company is using a cabover truck to carry all the cement and mixing equipment. It keeps the Harriston Blvd. traffic from slowing down work. Fife's job in Layton is also moving right along.

Gibbons & Reed Construction Company has three jobs in the Ogden area. Their job at Hot Springs has been started by a subcontractor, Hillen & Curt. The job in the North of Weber Canyon has a couple of pioneer cuts and a few 641 Splinter workings. They are also paving the Round Mountain Village Valley where Gibbons & Reed expect to start moving fill for the Round Mountain Hugger project. Monroes-Kensdon Construction Company has about 35 brothers paving Interstate 80 at Echo Junction.

Schilling Construction Co. has been called in to work on their concrete on the East Side Dam.

Staenberg Construction Co. on the Loop Dam expects to have the bottom half in concrete in the near future. This is for an extension so that they can keep co-contracting, R. A. Heftet on the Canyons project. This will start the 80 D about the last part of April and now have 15 brothers working on the Dam.

VERNAL AREA

Tulco Construction Company has a good job in the Dinosaur Monument Called on week with Jim Conner in charge. The crew was moved from East Canyon but there will be room for Local Help also. This job will go fast and should have the grade finished in six or eight weeks.

Strong Company was low bidder on the main job east of Vernal through the "twists" toward Guirker. This makes two jobs in a row for this Company. The other is located on the state line near Artesia, Colorado in the Dinosaur National Monument; however, the elevation the crews were there was too high to start this early in the season.

We are looking forward to a little more activity in the Uintah Basin this spring. The Eastern San Francisco Chemical Company has started to expand the concentrate storage facility by adding new holding tanks which is being done by Ralph Taylor Construction Company from Ogden, Utah. This is the last large job that has been included for the Eastern San Francisco Chemical plant to build a separate plant which is estimated at $17 million.

Reed & Sumilin Construction is still working the south of Midvale on Interstate 18 with a good crew of engineers and have increased their hourly rate to nine hours per day. Bill Keiter has secured another safety committee on the job.

At Parley's Canyon the 80 D has finished the rock and has been replaced by a belter loader for finishing up. John Moody is in charge of this job. Joy Hamun is the steward.

Clyde Company has started back to work on their South 300 job at Grand Haven with Earl Hathaway as superintendent under Harry Cleve.

PROVO AND SOUTH

W. C. Cleve's job at Hamilton Fort has started to move right along and things are looking good. They are looking at the weather clearing somewhat, Stont Construction Company has started to work on the job at Kanarraville as yet, but the grade has been completed and they will start with the gravel and oil road before long.

L. A. Young at Milford is coming along slowly and with fifteen of our brothers, is really making the dirty fly.

We are in negotiations with Utah Construction & Mining Company at their operations in Nevada, Utah and Iron Mines. The Company employs approximately ninety men on the project and Local No. 3 is constantly trying to improve working conditions and training standards.

Valley Asphalt has finished moving the paving plant at the old Hurst Ready Mix plant.

W. C. Cleve has started two shifts at the Payon job. This company has over one hundred men working on two interstate projects close to Provo.

We have noticed many discrepancies in the out-of-work list this year. When you are out of work please contact your nearest office to register your name. Upon being called back to work, the office you are called from, can then remove your name and direct your job. We find that contractors will call the office for a member as a nonce and tell him he is not needed. This involves unnecessary phone calls and expense to trace the member.

SOUTHERN AREA

As soon as the weather settles down we can expect a good work season. At present most jobs are on a "work as and when needed" basis. Some of these projects are lagging behind and should provide a little premium time for those brothers who are fortunate enough to be on them.

We want to bring to your attention the many inquiring concerns the Oil, Coal, Nuclear Power and the some other resources being developed in Southern Utah and Eastern Utah, where many of our members are in these various fields, but to date nothing is in the work stage. However, we believe they will become a reality near the future and we will keep the members posted.

A larger highway program is scheduled for this state than ever before and if it develops as planned, it will be a bright work picture for dirt shifts, but we are lacking in the building field.

Even though we have over a thousand members in the area, it should be the responsibility of every member to look into this program, to get a bright work picture for dirt shifts, but we are lacking in the building field.

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Every citizen has the constitutional right to enter a voice in the government of this government, and it is especially important to every person in the labor organization to participate in the program by mail or otherwise and let them know that these members are appraised and also how you feel about important legislation coming up.

The action, if negative, could very well affect the well being of every person in the labor group. Now is the time to be active in the issue to decide and you have lost.

April, 1965

Name City Date of Obituaries

Geo. W. Bauman, Arcadia, Nev. 2-8-65
Ben Blackman, Concord, Calif. 2-3-65
P. A. Brown, Sacramento, Calif. 2-3-65
Geo. DeSpain, Grass Valley, Calif. 2-3-65
J. P. Farrell, San Bruno, Calif. 2-5-65
W . Wickman, Sonoma, Calif. 2-5-65
Henry Graber, San Francisco, Calif. 2-7-65
Jack Wm. Kepley, San Francisco, Calif. 2-7-65
Isadore Grenchos, Calif. 2-10-65
Arthur Kruger, Polson, Calif. 2-14-65
James MacMenamy, Ogden, Utah 2-14-65
Melvin Prather, Larkspur, Calif. 2-18-65
Horner Rawlings, Senoma, Calif. 2-18-65
Kenneth Richard, Bakersfield, Calif. 3-5-65
San Francisco, Calif. 3-5-65
Redwood City, Calif. 3-7-65
Jim Tenn, Shasta, Calif. 3-9-65
Richard W. Ricks, Rialto, Calif. 3-9-65
C. W. Wickman, Chico, Calif. 3-9-65

Init. Date of Obituaries

9-10-65 3-21-65
1-3-65 3-21-65
2-3-65 4-16-65
7-14-65 4-16-65
6-4-65 4-15-65
5-4-65 4-15-65
3-7-65 4-5-65
3-5-65 4-5-65
6-14-65 4-5-65
12-20-64 4-2-65
12-20-64 4-2-65
12-20-64 4-2-65
12-20-64 4-2-65
10-7-64 5-8-65
Spring Around the Corner In San Mateo: Beware of 'Gypsys'

BY BILL RANKY and MIKE KRAVICK

SAN MATEO — Are the rains up in the hills? If the answer is yes, San Mateo will be in for a three days of excellent weather we can see the spring starting to break. Work orders are finally coming in, and with a little bit of color in the sky to five-minute increments, any multi-page out of work list can be replaced by a newer one of only a couple of pages.

We request your assistance in staying along, as it is also a period when the "phony gypsys" comes out from under a rock. Always the non-union contractor from another area hopes to find a few new "jobs" that haven't yet heard how he cheated his men on his last job. Be sure to call the hall when you see a new company in the area we may have missed so that they can be checked out. Often times it can also be an honest contractor that hasn't been approached.

We foresee Foster City "coming alive" again as numerous contractors attempt to make up for the time lost during the rain. Hydrostatic Dredging Company still has the DR1 and DR2 going full blast despite levee problems. They have been going seven days a week for sometime. They also picked up a $500,000 job widening and deepening Seal Slough which was appropriately renamed Marina Lagoon. It follows a line that divides new Shoreview and Parkside from Foster City. The company, we are informed will bring in an eighteen-inch dredge, which has been revitalized for some months, even a new name was given to it. A $600,000 dredge job is normal. The only serious problem, but with an sixteen inch dredge, it should keep many more Brokeres busy for a long time.

Fish, Fures and McLean are already underway on their new freeway widening job that runs from Broadway, Burlingame to Redwood City. This will be an extremely hazardous job as most of the paving will be done at night. Brother Doug Gray will be the superintedent. You will remember he was also superinted on the night regarding surfacing job done by Bragato last year.

We notice that many contractors have picked up several small jobs this last month and will be starting soon. Such as: Lowrie Paving was awarded three jobs totaling over $100,000. Fairley Constructors were awarded two jobs totaling $60,000. Fish, Fure and McLean — three jobs totaling $1,650,000. Oscar Halman — two jobs totaling $719,000. L. C. Smith — three jobs totaling over $110,000. Douglas and Woodhouse — a $50,000 job. Braga another one-thousand of a million. Challenge has a nice job on Jefferson Avenue in Redwood City. McQuire and Hunter have about sold their Foster City job but have many others.

Whipple Road Quarry, Redwood City's secret quarry has been harassed by very small groups of citizens for many years in an attempt to have them cease operations. It can't be seen from the area and it has been impossible for the neighbors wouldn't know it was there if it were not for heavy bodied car (s) and the overemphasis continually in the local papers.

BEST ROCK SOURCE

This quarry is the only source of acceptable rock in San Mateo County for construction purposes south of Brisbane or Rockaway Beach. Most contractors and the San Mateo County Department of Public Works have to import rock at much greater cost from Newark during periods when the Whipple Road Quarry is not operating.

The company employs from six to nine engineers a year. There are more than 200 men, women and children at the job site doing a variety of work. The company offers good wages and good benefits. We foresee Foster City again as numerous contractors try to make up for the lost months.

The semi-annual Peninsula Blood Bank Day is slated for June 5, from 7 a.m. until noon at the Blood Bank, 1791 El Camino Real in Burlingame. One of our Brothers has a minimum a 25 pints for an open heart operation on his wife. Engineers and their families are urged to give a pint of blood for the Operating Engineers fund.

By the time that this paper hits the streets, the Surveyors of Local 110 will be finalizing pre-negotiation meetings in Marysville, Redwood and San Mateo. San Rafael, San Francisco, Vallejo and Oakland.

These meetings were held to help determine the proposal that will be taken to the coming negotiations. From every indication in past meetings there are several items that were discussed which will be taken into consideration in developing a proposal.

There is however one issue as serious as the others that confronts the Surveying Industry, that is it must be discussed at membership meetings to bring out any drawbacks or advantage and then be brought to the attention of those who are not close to the problem environment of such problems. This way it will bring out ways and means in which through collective bargaining your Union can better serve the membership.

The work picture hasn't changed very much from your last month rundown in the Engineers News. Heavy construction has increased in both San Francisco and in Oakland District 2 and from every indication will continue to hold through the summer.

CREDIT UNION MEETINGS

MAY

DISTRICT 10

Portola, May 7, Wed.

DISTRICT 11

San Jose, May 12, Wed.

JUNE

DISTRICT 1

San Francisco, June 2, Wed.

DISTRICT 4

Burlingame, June 15, Tues.

DISTRICT 6

Marinville, June 27, Thurs.

A 20-Hour Work Week Envisioned

Automation will eventually bring about a 20-hour work week, cracking up old barriers in the view of Joseph Fromkin, an economist for International Business Machines. Fromkin foresees this could become a reality sooner than expected, in much the same way that each major technological ad-

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
Bring this ad with you to verify membership

New and recapped tires . . . auto and trucks

COCHRAN & CELLI TIRE CO.

Goodrich Silvertown and Kelly SpringField Tires

2344 E. 12th Street, in Oakland
REDGING — If "old weather" settles down and gives us a plenty of north winds and sunshine to dry us out after a long wet winter the Redding area will have a very pleasant and good "dirt year." We have the work and we have the men ready to go to get the jobs started. But once under way, and all the brethren down in the McCloud-Pit 135 million project are winding up, and other jobs are completed, we shall be calling the other areas for some classified, which from present indications, will be H.D.R.M., Finich Blade men and Grader sets first, and later on Dozer hands and Pull Skimmers and possibly other classifications. We have a large surplus of Compassors and Pump operators.

TUNNELS TO PENSTOCKS — While members of the McCloud-Pit 135 million project are winding up, cleaning up and moving out, others are just getting underway.

The Morrison-Knudsen Company Inc., wound up the concrete dams at Pit 6 & 7 and are moving out. They have some equipment left on site, and are moving out in entirely.

Shea, Kaiser, Mocco, with small crews, are near the end of the year completing tunnel work. This holds true for Pit 2 as well as Pit 135. Other companies, supplying material for lining tunnels, are employed at the end of the season.

On the powerhouse and penstock are: Elsk-Hokins, Weinert & Associates; Pacific Coast Tunnels, Inc.; Mott, Hamlin & Robinson, Company; Walsh Constructors, Walsh Construction Company and the American Bridge Company. Getting ready to go are: Atl-co Engineers, San Francisco Dam, and Granite Construction Company, from the Canyon Dam on eastward.

The Rothchild-Bauffet-Weirick and Piromeno Construction Company, on the pit 7 Afterbay Dam, $2,350,000.00 to Martinez Company, for repaving the Spillway on Iron Gate Dam, and the resulting restoration of the area during the December storms.

GIAN T APPROPRIATIONS There is a total of $37,018,455 of free way construction underway and most of it conceded. Again, some are winding up and cleaning up, some are moving out, and others are just getting ready to go. All below mentioned are in the first season appropriation Bay 5 (Highway 99) from North to South as follows:

- John Kleveit Sons Company, at HHI, just getting underway with two shifts on wall. A small wall is required.
- $51,325.00 to the John C. Gil Company Inc., at Dunsmuir for frontage roads and structures.
- $43,172.00 to the Fredrickson & Watson Construction Company at Mt. Shasta By-Pass. This project about wound up except for overhead cleanup and some paving.
- $41,470.35 to Ray Kiser Company from Company, Ray Kiser, and A. A. Heins Construction Company at O'ficlean. This job just getting underway with Alton and Sturges doing the clearing. This is a $2,062,000.00 to the C. K. Mossom Construction Company for widening the Pit River Bridge. This job is just underway last fall, but it is a slow one due to natural conditions.
- $3,002,285.46 to the Oregon H. Ball Enterprises—bridge and approach at Charn Creek, P. W. Purdy, Mosher, Weichman Engineers and others on Scuit Service roads, Ferry Brothers on Bethel Lane, Redding.
- $1,500,000.00 to C. R. Fredick for airport improvements at Modoc 1, Redding, $6,000,000.00 to the Conley Company, for the effects of the piling and the effects of the piling and the reshaping of the site. A total of 600,000 cubic yards of excavation and paving.
- The O. B. Hall Company has a $300,000 contract on this same area.
- Other many road, bridge, paving and other type projects underway or will be shortly, weather permitting.

ADDITIONAL WORK

A total of $13,121,387.00 in water transmission, distribution lines and pumping stations was awarded by U.S. Bureau of Rec.-

Monument collection broken down as follows:

- $51,301,800.00 to Valley Engineers Inc., for Cow Creek Unit.
- $3,264,243.00 to Portr and Duton; and for Redding Pump Station.
- $2,625,010.00 to Raker-Andersen Co. for 1st season Clear Creek Unit.
- $4,159,326.00 to Valley Engi- neers, Inc., for Clear Creek Bluff-Corning Unit.
- $1,550,000.00 to Raker-Andersen Co. for 2nd season Clear Creek Unit. Sandin Company doing the drilling and shooting on this job.
- $500,000.00 to Granite Con-

Spring Fever

SANTA ROSA BROTHERS "itching to Roll" By RUS SWANSON and LOU BARNES SANTA ROSA — At this writing we have had three days of clear, sunny weather. At Santa Rosa, Spring is catching the fancy of our members and we are hearing many inquiries regarding who we are or are going under "way." The already let and the future jobs (which you may find listed below) should keep all of our people in the area busy for the coming season. Many members attended the Local 3 refinishing program at Camp Roberts this year, and all reporting were well received. They all feel that they had accomplished and learned new techniques of value and quite special complimentary regarding the instructors.

The work outlook is somewhat brighter throughout the area. The 1965 construction budget allocations run something over $104,000,000.00 for the north ern section of the State and include the $50,000,000.00 that the State of California plans to put into the new gasoline tax increase.

New jobs contemplated in Napa and Santa Rosa areas include: the 1.5 mile section of Trest- le Rd., a total of 1.5 miles linking the St. Helena highway by-pass Napa a full 8 lane free way, which is under construction for this project. Another such job is in the heater area, for 0.9 of a mile on Rt. 128. There is approximately $80,000,000, allocated for this project.

The Lake County job mentioned here in a previous item, is in progress and should be completed by May 1, 1965. This will consist of 62 miles of two lane expressway. There will be enough right-of-way for a free way sometime in the future.

The entire project is in a right-of-way, and the country is flat. The only Bad part is that there is some work on five different areas to take out, but this is pro-

The City of Lakeport passed a bond issue for extension of the water system. We believe this will create some activity.

We have been hearing about the Warm Springs Dam job. As we have stated before: Congress has appropriated a m a r a y a draft plans, and set the program ahead accordingly.

Crock's Construction Co. was awarded a contract of $20,012,000 to construct a new $22.5 million section of Highway No. 1 at Manchester. Huntington Brothers, of Napa,

was awarded a $315,000 contract to place under drainage, grading and paving Highway No. 1 at Fort Ross.

There is approximately $170,000 for the completion of the Hopland overpass on Highway 101, about 1.4 miles south of Hopland. This will be a two-lane job with bridges and approaches. Most of the jobs that were in progress are at a standstill at present. The weather man cer-

AWARD — John Pearson, center, displays certificate from OJT Camp Roberts: John Bodnyck, Apprentice instructor and Howard Seeadler, OJTE blade instructor watch.
PERSONAL NOTES

FRESNO

Sincere sympathy to the family of Jack W. Kepley who passed away during April.

A speedy recovery to Brother Orval Atchley who suffered a heart attack recently.

MARYSVILLE

Brother B. R. Gibson is still a patient at the Oroville Medical Arts Center Hospital. He is getting along fine after an operation. Brother James O. Smith is presently in the Rideout Hospital in Marysville recuperating from his recent surgery.

SAN JOSE

Our congratulations to Brother Lou Landes, who recently became proud parents of a son weighing 7 pounds 8 ounces due to these brothers.

Both of these brothers are U. S. Retired members. Brother Farnham has been on the convalescent list for some time, recuperating from an industrial accident. For the time being, he should be back on the job very shortly. Brother Farnham is our congratulations! To Brother Lou Landes, who is away from his beloved wife, brothers, and home.

The family of Brother Jesse Manka on the recent loss of their son.

Brother Cliff Gay became grandparents recently.

If you are interested in the professional advice: Four Wheels Are Safer!

Our congratulations! To Brother Lou Landes, who earned his 15th birthday.

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For sale by: Reg. No. 990780.

FOR SALE

4500 Ford, 6 ft. lorry, all steel, fully оборудованный, #000930. For sale by: Reg. No. 123456.


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