



General President Visits San Francisco

Wharton Meets With Executive Board, Agents

General President Hunter P. Wharton attended a joint meeting of the Executive Board and Business Representatives in San Francisco on April 11, along with General Secretary Newell J. Carman and Executive Vice President Dick Nolan.

The meeting was held at the Jack Tar Hotel, and the General President addressed the joint meeting. He outlined the recently reorganized National Joint Board for the settlement of jurisdictional disputes, developed by the building trades unions and contractors.

The new Board succeeds the previous Joint Board organized some 15 years ago, and gives union representation along with contractor and specialty representation.

Essentially, the reorganization provides for quicker review of appeals by the Board of Appeals on disputes when disputes in construction demand fast action.

Wharton said Frank Hanley,



AL CLEM



HUNTER P. WHARTON



NEWELL J. CARMAN



DICK NOLAN

assistant to the IUOE General President, is the Operating Engineers' representative to the new Board.

Other who attended the San Francisco meeting were: James J. Twombly, IUOE, San Francisco, and Russ Conlon, IUOE, Local 302 Business Manager, of Seattle; Dan Molles, and Al Boardman IUOE, in San Francisco; Earl Petersen and F. J.

Van der Lieth, president and business manager, respectively, of Local 39.

The following day, Business Manager Al Clem took the visitors to the Concord test site to review the initial running of the Bay Area Rapid Transit experimental car at which thousands of Bay Area dignitaries rode the test train.

President Wharton repre-

sented labor on the speaker's platform.

The rapid transit program is the largest single public works program undertaken in the country during the last 50 years. Voters in the three counties Alameda, Contra Costa and San Francisco, okayed \$792 million in bonds to construct the 75-miles of transit to alleviate growing congestion on freeways.

Bay area construction will include several thousands of jobs for workers when the program gets underway. The test track, tunnels and other projects have started. By the end of the fiscal year, over \$300 million in contracts will have been let.

After leaving the San Francisco area, president Wharton visited other locals prior to returning to Washington, D.C.

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 4 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\$23.00 per quarter
Sub-divisions A, B, C, and E 20.00 per quarter
Sub-division D 6.00 per month*

Sub-section (1) of Section 2 of Article VI provides: "Effective July 1, 1965, the quarterly and monthly rate dues 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 60 days delinquent in the payment of his dues shall by action of Local Union be suspended as of the 61st day, unless on or before the 15th day of the third calendar month of such delinquency he shall have paid his arrearage in full."

Any member suspended will, additionally, be required to pay a re-instatement fee as scheduled and will lose certain death benefits.



BIG LAUGH . . . General President Hunter P. Wharton and Business Representative join in hearty laugh during recent joint meeting of Executive Board and agents at which Wharton was in attendance. Manager Al Clem was speaker.

TV Driver Test for Family, May 24

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 drivers' 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 will let viewers share the experience 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 head-on collisions 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.

Memo from the Manager's Desk

By AL CLEM

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 Brizard-Matthews Tractor Company, of Eureka, into the membership of Local 3.

We recently completed the negotiations with this firm, and the proposal was submitted to the membership and ratified by those in attendance at two special called meetings conducted in Crescent City and Eureka. We received nearly everything desired by most of our members, and in my opinion, we came a long way towards stabilizing wages in the industry of this area.

We are continuing to negotiate with the representatives of the Tenco Company, located in the Marysville-Sacramento area, and to this 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 before the next issue goes to press, we will be able to report that this contract has been ratified by 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 in the Sacramento area.

TWO CONTRACTS SIGNED IN GUAM

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

There is considerable work to do 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 represented. Even though the out-of-work list still has quite a few members, everyone feels optimistic that the work picture will look brighter in the very near future.

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 Meetings in Eureka, Redding and Marysville during the past month because negotiations were in progress with the National Pipe Line Contractors, and a committee composed of International Vice-Presidents and representatives.

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 agreement, 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 President Hunter 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 honored guests.

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. Of course, it is not a dull life, and it is not routine, and only those who are dedicated to the cause of the labor movement should even consider accepting such a position.

A good agent, in order to do the job that is expected of him by the membership, 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

—Continued on Page 3

Assembly, California Legislature, 1965 Regular Session

Resolution

Memorializing Frank A. Lawrence

By Honorable Willie L. Brown, Jr., 16th District; Honorable Don A. Allen, Sr., 63rd District; Honorable Alfred E. Alquist, 24th District; Honorable Robert E. Bader, 71st District; Honorable William T. Bagley, 7th District; Honorable E. Richard Barnes, 74th District; Honorable Carlos Bee, 13th District; Honorable Frank P. Belotti, 1st District; Honorable W. Craig Biddle, 74th District; Honorable Carl A. Brisch, 24th District; Honorable Claire W. Burgess, 74th District; Honorable John L. Burton, 24th District; Honorable Tom C. Carroll, 41st District; Honorable Jack T. Casey, 21st District; Honorable Eugene A. Chappie, 6th District; Honorable John L. E. Collier, 54th District; Honorable Charles J. Conrad, 37th District; Honorable Lou Gossett, 64th District; Honorable William E. Dannemeyer, 49th District; Honorable C. George Deukmejian, 39th District; Honorable Richard J. Donohue, 77th District; Honorable Mervyn M. Dymally, 52nd District; Honorable Edward E. Elliott, 40th District; Honorable Jack R. Fontana, 51st District; Honorable Houston I. Flournoy, 49th District; Honorable John Francis Foxen, 23rd District; Honorable Charles S. Gavigan, 31st District; Honorable Joe A. Gonzalez, 64th District; Honorable Leroy F. Greene, 1st District; Honorable Earl M. Hanson, 37th District; Honorable Stewart Hinchley, 73rd District; Honorable Harvey Johnson, 58th District; Honorable Ray E. Johnson, 4th District; Honorable Joseph M. Kennick, 44th District; Honorable Frank Lanterman, 47th District; Honorable Milton Marks, 21st District; Honorable Lester A. McMillan, 61st District; Honorable Charles W. Meyers, 19th District; Honorable George W. Miller, 22nd District; Honorable James R. Mills, 77th District; Honorable Robert T. Monagan, 12th District; Honorable Bob Moretti, 42nd District; Honorable Alan G. Pattee, 34th District; Honorable Nicholas C. Peris, 15th District; Honorable John P. Quimby, 72nd District; Honorable William Byron Rumford, 17th District; Honorable Newton R. Russell, 42nd District; Honorable Winfield A. Shoemaker, 36th District; Honorable Philip L. Sore, 50th District; Honorable Robert S. Stevens, 66th District; Honorable Howard J. Thelin, 41st District; Honorable Vincent Thomas, 48th District; Honorable Jose M. Ureub, 49th District; Honorable John G. Venneman, 11th District; Honorable Victor V. Vevey, 74th District; Honorable Jerome R. Walde, 10th District; Honorable Charles Warren, 54th District; Honorable James E. Whitmore, 70th District; Honorable John C. Williamson, 25th District; Honorable George A. Wilson, 32nd District; Honorable Gordon H. Winston, Jr., 31st District; Honorable Pearce Young, 5th District; Honorable Edwin L. Z'berg, 9th District; and Honorable George N. Zenevich, 32nd District.

WHEREAS, The Members of the Assembly of the State of California have learned with great sorrow of the death of Mr. Frank A. Lawrence, Presiding Commissioner of the San Francisco Panel of the Industrial Accident Commission; and

WHEREAS, Mr. Lawrence's death while at work on February 15 of this year came on the 14th anniversary of his tenure as a commissioner with the Industrial Accident Commission and brought to an end a lifetime of distinguished and dedicated activities on behalf of the workmen of this state; and

WHEREAS, Frank Lawrence was born on February 2, 1896, in Wichita, Kansas, and came to California in 1912, where he affiliated himself with the labor movement, becoming a representative of the Operating Engineers Local No. 235 in San Pedro in 1922; and

WHEREAS, Over the years he rose through many positions of increased responsibility in the labor movement, including that of President of the Contra Costa County Building and Construction Trades Council, the Sacramento-Yolo County Building and Construction Trades Council and the Tri-counties Building and Construction Trades Council, and of Vice President and General President of the State Building and Construction Trades Council, and his leadership and devotion to duty helped the workmen of this state secure the many benefits and comparatively high status which they enjoy today; and

WHEREAS, Mr. Lawrence, in addition to his many notable accomplishments as a trade union representative, also made an outstanding contribution to the people of this state as an elected member of the Sacramento-Yolo Port District Commission in 1946, on which he served for nine years, and as a member of the Industrial Accident Commission assisted in the administration of the workmen's compensation laws of this state, laws that help relieve employees' suffering industrial injuries from the effects of their injuries; and

WHEREAS, Throughout his long career Frank A. Lawrence earned the respect and high regard of all with whom he came in contact and made an outstanding and worthwhile contribution to the people of this state; now, therefore, be it

Resolved by the Assembly of the State of California, That the members extend their profound sympathy to the widow of Mr. Frank A. Lawrence, Mrs. Anne Lawrence, and to the other members of his family; and be it further

Resolved, That the Chief Clerk of the Assembly is hereby directed to transmit a suitably prepared copy of this resolution to Mrs. Anne Lawrence.

House Resolution No. 184 read and adopted unanimously February 25, 1965.

ATTEST:

James M. Unruh
Speaker of the Assembly

ATTEST:

James D. Driscoll
Chief Clerk of the Assembly



Keep Alive in '65

Be Your Brother's Keeper; Help Reduce Job Accidents

The high incidence of accidents on the job in the heavy construction industry came in for some "plain talk" by Dale Marr and Fran Walker, safety representatives for Local 3.

Marr, speaking before about 50 employees of Quarry Products, Inc., in Richmond, cited statistics which show that while mechanics have the highest accident frequency rate of 39 per cent of all accidents in construction, Operating Engineers, as a unit, have one in 12 accidents.

This compares with 82 on the job accidents per 1000 workers in the construction industry.

"Accidents don't care how tough you are," Marr said. "If you make a bad pass you could be dead. It's as simple as that."

He pointed out that when a man loses two weeks of work,

and draws maximum disability, he is still losing about \$200 in lost wages which could have been used for his family.

"We must be our brother's keeper," Marr emphasized, and cited a recent example where five men crossed a plank which had a glob of grease on it. The last man, carrying a heavy tool box, slipped, fell and broke his hip in seven places.

Under the new California Construction Safety Orders, it is illegal to load a truck over the driver. He must get out of the truck, or the Operator is liable for suit.

Walker is looking for a sure-fire way to guard Engineers from operating cranes, pile drivers, etc., within the six feet prescribed by the Safety Orders and California penal code, the

latter making it a felony punishable by jail and fine.

He met with state safety engineer and construction company safety engineers in an effort to clarify the law concerning working too near high wire tension wires.

In the end, it seems to boil down to the Operator himself. When he is given a dangerous or difficult task the foreman or superintendent will go over the details with the Operator.

But experience has shown that when the job is routine, the Operator may lose respect for what he is doing, and when things get out of sequence an accident occurs.

Last month five Engineers lost their lives, Marr pointed out, and the men near the situation say, "I didn't expect this." We've all go to watch out for each other, Marr emphasized, and truly be, "our Brother's keeper."

ENGINEERS NEWS

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

Looks Like a Big Year

Encouraging reports from all over the Local 3 jurisdiction indicate that this construction season could mean banner incomes for the majority of our members.

Federal, state and private expenditures in heavy engineered construction should reach all-time highs, with new millions planned for freeway and highways, dams, and bridges. Floods, which purged cities, towns and hamlets in 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 Officers of Local 3 are getting ready contract proposals for the new agreement, which will be presented for negotiation 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 sure 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 Kuchel relating to Congressional appointments to the military academies at West Point, Annapolis, Colorado Springs and Kings Point Maritime Academy. Members, who have sons interested in such a program, should contact Sen. Kuchel directly at the Senate Office Building, Washington, D.C.

Names are being accepted this month for next year's enrollment in the 1966 Fall class. Boys between 17 and 22 are eligible.

TEAMWORK SUCCESSFUL

Undersecretary of Labor John Henning, expressed his sentiments in a very complimentary telegram to Brother Clem for the excellent training program recently concluded at Camp Roberts. Clem and Secretary Henning worked very hard and long 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 up-coming contract negotiations. Through combined efforts working toward a common goal of economic betterment all Local 3 members we 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 an impossible one. However, by continuing to work together as a team, I know that we will achieve the ultimate goal, better working conditions, better job security and sufficient remuneration for our labor to provide a better way of life for the engineers and their families.

DISPATCHES AND AGREEMENTS

During the month of April there were 13 regular agreements signed and 176 short form agreements, making a total of 189. There were 2246 members dispatched to the various jobs during the month.

An Apple for the Pupils



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, or a little over \$480 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	\$481
Cleveland	483
Washington, D. C.	485
Portland, Ore.	486
Pittsburgh	491
St. Louis	493
Los Angeles	498
Chicago	508
Boston	510
San Francisco	510
Seattle	528

Since 1957-59, living costs have gone up more than average in New York, Cleveland, San Francisco, Pittsburgh, Kansas City and Philadelphia.

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

	Relative Per cent	Relative Monthly cost
Two and Three-Person Families		
Husband, wife, under 35	63	\$305
Husband, wife, under 35		
One child under 6	73	353
Husband, wife, 35-55		
One child, 6 to 16	87	421
One parent under 35		
Two children	80	387
One parent, 35-55		
Two children	96	465
Four and Five-Person Families		
Husband, wife, under 35		
Two children under 6	82	393
Husband, wife, 35-55		
Two children, 6 to 16	100	484
Husband, wife, 35-55		
Two children over 18	116	561

Husband, wife, 35-55

Three children, oldest under 16 120 581

The table with this article shows the specific average costs of the budget. Many families have to spend more, at least up to 25 per cent of take-home income and possibly higher. The budget allows only for buying a three or four-year old car and keeping it for three or four years. The budget does not allow for any savings for advanced education for children or supplementary retirement.

On the other hand, the allotment for food and alcoholic beverages might be trimmed. A family with two children under 12 probably can feed itself for under \$125 a month by careful management, although not counting meals out or beverages.

The clothing budget also is flexible, depending on a family's own tastes and living habits, and its skill in shopping and refurbishing. Emma Holmes, U. S. Agriculture Department home economist, points out that limited-income city families spend an average of only \$81 a year per person and families with incomes of \$7500 and over, \$267.

In general, BLS estimated for its "modest" budgets that a housewife's clothing will cost about \$150-\$160 a year; a husband's, \$140-\$150; clothing for a boy of 13, \$100-\$180 is typical. A working wife may need about \$90 more a year than a housewife. These allowances also include cleaning and repair.

'Modest But Adequate' Budget for Family of Four*

	Monthly Cost \$153	Approximate Per Cent 32%
Food and beverages		
Housing, including heat, utilities, operating expenses	108	22½
Home furnishings	17	3½
Clothing	49	10
Medical	33	6½
Transportation, including car	46	9½
Reading, recreation	21	4½
Personal care	12	2½
Gifts, contributions	11	2
Communications, job expenses, misc.	24	5
Life insurance	10	2
	\$484	100%

*Two children under 13; non-working wife; does not include savings or taxes.

Oroville Dam Starts Second Fill Stage

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

MARYSVILLE — Programmed work for 1964 on the Oroville Dam was completed last year with the structure topped off at the 605-foot mark, and work has moved into high gear on the next phase of the fill construction in the river bed downstream from the core block. It took 15 million cubic feet of fill to complete the "little" dam.

In moving the giant hopper and conveyor systems it takes the combined efforts of seven bulldozers, two truck cranes, and many heavy-duty repairmen.

Inch-by-inch the system is tugged and shoved up and down hills with the bulldozers digging in helping to halt a runaway as well as move forward.

The 1965 production year calls for a total of 22.5 million cubic yards of fill in the river bed on the downstream side of the core block. Work programmed for 1966 and 1967 calls for the joining and final peaking of the two sections of dam base.

It will take a total of 78 million cubic feet of fill to complete the massive structure, the highest earthfill dam in the world.

At the present state of construction the dam has already proven it could hold back the waters of a normal rainfall season for flood control, and was welcomed by everyone during the Christmas flood scare. Many have made the statement if it had not been for the Oroville Dam we would have been swept away in a torrent of flood waters more fierce than the infamous 1955 catastrophe.

A total of \$47.2 million in new contracts will be awarded by the State Department of Water Resources for work on the Oroville Dam and the Feather River Proj-

ect 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 spillway totalling \$17.2 million dollars will be awarded early this year, along with a \$1.8 million dollar contract for construction of a bridge across the South fork of the Feather River to carry the new county road into Feather Falls.

The State is scheduled to award \$6.5 million in additional contracts for completion of the Oroville Dam Power Plant.

Construction of a forebay dam and reservoir and an afterbay dam and reservoir at Thermalito is scheduled to be advertised for bids at an estimated cost of \$15.6 million dollars.

Water impounded by the present structure is passed through already completed diversion tunnels. There are two of these tunnels, both 35 feet in diameter.

ON THE MOVE

Lumbering along at the rate of 24 feet per minute, the transfer conveyor and the monstrous "digger" (bucket wheel excavator), was moved from "Borrow Area A," where the digger had exhausted the fill material for the Oroville Dam, to new rock piles in "Borrow Area D." This was a big operation. The operation involved construction of a "moving island" in the river. Bulldozers and draglines constructed a rock roadway in the path of the machinery and then dug out the roadway after they had passed. Also, the train loading station had to be moved along with the conveyor system and part of the rails for the trains to operate on. The new "Borrow Area D" includes 5,500 acres, and should keep the Brothers busy for some time to come.

POWERHOUSE SCHEDULE

Members of the State Senate



CONCLAVE . . . members of Executive Board are attentive at recent meeting while General President Hunter P. Wharton was talking. At right is Business Manager Al Clem.

Fact Finding Committee of Water Resources and the Oroville Dam Sub-Committee toured various areas of the Feather River Project in what was termed a "routine inspection of construction progress."

The committee learned that a part of the project, digging of the powerhouse chamber, is four months behind schedule. The excavation of the powerhouse is now scheduled for August of this year. This has been a real tough job for the Brothers in this area with problems developing continually.

BRIDGE DEMOLITION

With a loud boom and a cloud of smoke Hansel's Bridge came 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 Hansel's bridge on the Feather River, just downstream from the big Oroville Dam, has been a landmark for many years.

Safety precautions were or-

dered because the blasts were surface explosions, and extreme care was exercised to avoid material damage and personal injury. Arrangements were made for the public to view the blast from the lower overlook, but safety requirements make necessary a rule 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 blasts are expected to be very spectacular. The old bridge was built in 1931 as a part of the Feather River Highway, and it won a concrete design prize 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 G. J. Langenfelter & 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 \$3,515,907. The bid was 39 per cent below the State's estimate of \$5,738,150 and was the lowest of seven received. The highest bid was \$9,592,994 submitted by a Washington State firm.

In our meeting with company officials at the pre-job conference, they have informed us they plan to start work immediately. It seems as though their big problem is getting the new equipment they plan to have on this project.

The work 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 of the reservoir and removing all trees 60 feet or taller from 1,350 acres.

All man made structures within an area of 5,650 acres must also be removed. The job is expected to begin in the near future and is to be completed by April, 1967.

RENO REPORT

Engineers Tackle Job Corps Camp Center

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 and the Brothers would be back at work. Generally, the work picture is good, but why it hasn't started, no one seems to know.

A contract for the construction of the Clear Creek Job Corps Conservation Center, was recently let to Hunter and Saucerman Construction Company of Idaho Falls, Idaho.

The job is located eight miles southwest of Carson City, just off U.S. Highway 50. The Center will be built to house 200 volunteers. The Corps will start with 10 youths and will gradually increase to a maximum of 200. In addition, there will be a staff of 40 instructors. Construction should be complete by July 1.

RENO-SPARKS

In the Reno-Sparks area, the building construction is moving along with the weather, a day on and a day off.

The sub-division work is start-

ing to move again now that Winter is "technically over." The street services and house pads are being readied for the "wood butchers." We can't imagine where all the nice people are coming from, but since it provides so much employment, all we can say is, come to Reno with plenty of money.

The trunk feeder lines to the sewage plant, are moving along at good footage rate per day.

The hotel and motel building is being readied for the tourist season as fast as possible.

The street projects are coming along nicely, with lots of speculation about the Odie Boulevard extension and the tie-in of Kietzke Lane with Oddie.

South Virginia street will start a "face-lifting" about May 1, with widening and resurfacing of 395 South to Mount Rose Road.

The Sears center has all the iron in place on the main store, and Teichert is making way for a large warehouse on Glendale Road.

The Holiday Lodge and Cas-

ino, on South Virginia, is also cleaning up in preparation for the coming tourist season.

The McKenzie Construction Company has new D-60 Ton and D & H Crane, with Brother Frank "The Crow" Fernango at the controls. We wonder, how you do these things Frank?

The Isbell job at Wabuska, is now ready for the paving crew. The job has been a "life saver" for some Engineers during the Winter months, but our sympathy goes out to those Engineers that are going to make the Tonapah Job.

The river work for the Bureau of Reclamation is complete, and this was a good job for a number of Engineers.

Industrial Asphalt Company is finishing the lanes on the Lawton Section of Interstate 80, and this will be a blessing since that section was really rough.

THE NORTHEAST

Work in Northeastern Nevada begins to show signs of "breaking" after a very long stretch of inactivity. The well is being drilled for the Wells-Stewart job East of Wells on U. S. 80

and Nevada Rock and Sand has most of the drain pipe installed and backfilled on their stretch of U. S. 80 East of Dunphy. They are at present, setting up the crusher for this job, employing Matt Peltzer, dozer; Dick Dunham, crusher; Ed Doerflinger, welder; in addition to George Ward. Industrial is subcontracting the excavation and backfill, and have resumed operations.

Wells Cargo has resumed grade work on U. S. 80 at Dunphy. Herb Fletcher is at present the top Supervisor on the job. Larry Gandolfo was called back gradesetting, as have several others in other classifications. Holmes Construction is subcontracting the crushing on this job, with Clarence Gummow, crusher foreman; George Payne, oiler; and Pinky Vaughn, Steward. Frank Klapka is oiling on the concrete batch plant at Dunphy.

Paving is the major work left on the Hoops stretch of U. S. 80 immediately West of Wells Cargo job. They are waiting for warmer weather before going in to full operation. Joe and Frank

Gomez are back there among many others. Paving is also the major work left on the Holmes-Industrial U. S. 80 work just West of Hoops' job. We were all saddened by the accident that killed a Laborer at the hot-plant site on this job.

Silver State Construction has experienced some bad weather spells at the Currie, Nevada Camp job on U. S. 93.

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

HUNT SIGNS AGREEMENT

As you know, Brother Jeff Hunt recently signed a short form agreement with Local 3, the first in Elko. He leased work from prime contractors as a result, and it is to our advantage and best interest to pass the word that there is a Union Contractor available locally, primarily for lease work but not exclusively for leasing. Perhaps other local contractors will soon "GET THE MESSAGE."

Once again, let us remember to keep a personal time record of hours worked at each classification this year, to aid in the satisfactory settlement of wage claims.

\$6 Million Freeway Starts; OPUD Water Project Outlined

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

MARYSVILLE—From the low valley areas to the high mountain slopes, the Marysville District has witnessed one of the wettest month of April it has seen for many years. It looks as if we may miss Spring completely, and start right into the Summer season. This will mean that many jobs which were bid on a "time schedule" may have to work longer hours when they do get started. We would like to thank all the brothers who attended the latest District meeting held in Marysville. We had a large turnout even though the rain was pouring down, this did not keep the brothers away. Also we would like to thank all the Brothers who have sent in so many suggestions for the new Master A.G.C. Contract for Northern California. Negotiations will begin in the very near future. We can assure all of you that every suggestion that was given to us was immediately forwarded to the Business Manager Brother Al Clem to go over with the officers of your local union.

FREEWAY STARTED

Work started on a \$6 million project to build another 11 miles of four-lane Interstate 5 freeway in Glenn County, two miles South of Willows to one mile North of Artois. Clearing has been completed and some excavation is now in progress. The new freeway will be built West of existing U.S. 99W.

Later, when detours are constructed around some county roads, public announcement will be made. The project includes four traffic interchanges. Contractor for the newest job is the joint venture firm of Fredrickson & Watson Construction Company and Lord & Bishop, Inc. of Oakland.

OPUD WATER PROJECT

A pipeline and well project, now underway in the Olivehurst Public Utility District, will give district residents at least five times the water pressure during Summer high use periods. It also will result in an estimated 20 per cent savings to district residents in fire insurance premiums as a result of the higher water pressure.

The project, total contract cost of \$300,243,830, involves construction of four new wells, redevelopment of a well in the Johnson Park subdivision and miles of larger pipeline.

Nearly six miles of pipeline are planned, including 23,940 feet of 10-inch lines, 6,670 feet of eight-inch main and 940 feet of six-inch main.

When the job is completed the district will have a minimum water pressure of 30 pounds per square inch, ranging up to a pressure of 70 pounds per square inch.

Funds for the job involve a \$183,000 Federal Grant under the APW program and money from a \$200,000 Revenue Bond Issue, authorized by OPUD voters in a January 14, 1964 election.

The bonds will be retired with funds from water revenue, but no increase in water rates will be required.

Baldwin Contracting Co., Inc.,

of Marysville, and Lentz Construction Co., of Sacramento, are contractors on the two-phase project. Baldwin's portion of the work, involving mostly the wells, is largely complete and Lentz is well ahead of schedule on its pipeline portions. This job has kept many of our Brothers busy through the Winter, despite heavy rains.

NEW BRIDGE

Construction has started on a new bridge and approaches across the Feather River on the Oroville-Gridley highway, about two miles East of Gridley. This East-West road connects Highway 99 at Gridley with Highway 70 at Robinson's Corner.

The new reinforced concrete structure will be built 400 feet downstream from the existing bridge, and initially, there will be no interference to traffic which will continue to use the old road.

Lord & Bishop, Inc., of Sacramento, is contractor for the \$467,000 project, and completion is estimated in about a year. We have dispatched some Brothers to this job already, and hope they will take many more.

CHICO FREEWAY

Graf-Vickrey-Dubach-Wunchel and Small have resumed work on the \$3,814,978 third unit of the Chico freeway, in Chico. Excavation work is moving right along, and they have subbed out to Hess-Mace Trucking, the hauling of most of the base material for the freeway.

Work also resumed on the second unit of Highway 99 freeway, north of the Skyway in Chico. The \$2 million four-lane project, started late in 1963, is expected to be completed about mid-Summer this year. The freeway unit through Bidwell Park has been completed and landscaped.

GREENVILLE JOB LET

Christensen and Grove of Cedarville, Calif., submitted the low bid of \$179,107 for construction work to improve State Highway Route 89 near there. The proposed construction will be 1.59 miles in length and will be located between 1.0 mile North of Crescent Mills and 1.5 miles South of Greenville.

The project consists of widening the existing roadway over 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 resurfaced with asphalt concrete pavement to repair a deteriorated surface and reduce maintenance costs. One-way traffic controls will be required during working hours.

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

HIGH BRIDGE

The high suspension bridge over the Middle Fork of the Feather River near Bidwell Bar, has been completed. The bridge which is more than 600 feet above the present flow of the river, was built to cross the Middle Fork arm of the Oroville Dam reservoir. It will re-route traffic along the relocation portion of the Old Quincy Road toward Bucks Lake.

It was built by the John C. Gist Contracting Company and the Bethlehem Steel Company as

part of the Oroville Dam Project. It is the second highest highway bridge in the United States. When the lake has filled behind the Oroville Dam it will bring the water level, to within 47 feet of the bridge roadway. Oroville Lake is scheduled to begin filling in 1967.

GRASS VALLEY

A collective bargaining agreement is now in effect at the Sierra Truck & Motor Co. in Grass Valley. At the present time there are seven employees, and all are members of Local 3, including the owner Bill Brat. Go in and see these newly obligated Brothers for any work you need on your pick-ups, or four-wheel drives. Let our engineers do it for you.

Industrial Welders & Olympia welders are also 100 per cent Local 3. Give these engineers your work when you can.

ROCK, SAND & GRAVEL

Its been "off and on" for the plants in the Twin Cities area with Yuba Sand going full time. A. Teichert, Baldwin & Marysville Rock have kept the brothers working when the weather permitted, however, the shop crews have been busy most of the time. The same goes for the ready mix plants.

Yuba Ready Mix, Baldwin & MidValley have had it slow but looks like a good season ahead. H. Earl Parker has maintained a full crew of mechanics in his shop the past several months.

Diamond Steel is still going two shifts, as was noted in last month's "News." They are expanding into the trailer business, as well as portable batch plants. Yuba City Steel kept the same crew going with no turn over here.

CHICO AREA

A. Teichert, Baldwin & Baker Bros. are the main producers of aggregates around Chico. There seems to be a steady demand for their products which results in steady employment for our Operating Engineers.

Baker Bros. recently erected a new plant at Hamilton City and is going to five days a week. The Butte Creek Rock boys are always busy working in the shop or rebuilding the plant.

READY MIX

Bill Beaver, at Paradise, has the corner on the ready-mix market in that area with a full crew of engineers. Wruck Ready Mix over at Hamilton City takes care of the West side demands along with Corning Ready Mix.

Butte Creek Rock & Teichert take care of the close ones in Chico.

OROVILLE

Matthews Ready Mix has a full crew at the Oroville site as well as their Gridley operation. Oro-Ready Mix has an old timer at the controls with every day a work day.

Mastelotta Enterprises has moved in at two sites to produce aggregates for some of the local contractors. Harms-Richter has Local 3 boys at four different locations going most every day.

Pipe plants at Yuba City and Chico are in the process of moving their operation to Hamilton City.

It will take most of the summer to make the transfer to the new headquarters. We are pres-

Rainy Weather Gives Apprentice Time to Reflect on His Future

DANNY O. DEES, A. A. PENNEBAKER, ED MIDDLETON,
LOU JONES, JACK McMANUS, GLENN
MULLOWNEY, CLIFF MARTIN.

Within a few weeks the full impact of the 1965 work season will be upon us. Apprentices who have been off because of the "wet weather" will have returned to work. In addition, many Apprentices will have been dispatched to their first job in the classification of Apprentice. We urge these apprentices who have just entered into this field to ask themselves a few questions.

Some of the questions they should be asking themselves are: "Have I chosen wisely?", "Will I be satisfied to work in this line of work—not just today or tomorrow, but for the next thirty years?", and "What opportunities are there for advancement and for me to assume additional responsibilities after I have completed my apprenticeship?"

One of the primary reasons for encouraging them to take a good look at themselves in their apprenticeship, is to make sure they exercise sound judgement in deciding to continue or not to continue as an Apprentice.

The decision should be made during the probationary period. As time goes on, the Apprentices, their employers and their co-workers have more and more invested in their apprenticeship. If they are not going to continue their apprenticeship to its completion, or if they are not going to be satisfied themselves and give satisfaction to their employers after they have completed it, the time to make the change is early in the program when everyone has the minimum invested.

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

- PUNCTUALITY
- COOPERATION
- INITIATIVE
- COURTESY
- APPRECIATION FOR RULES & REGULATIONS
- WILLINGNESS TO LEARN
- PERSONAL CLEANLINESS
- GOOD SHOPKEEPING
- RESPECT FOR AUTHORITY
- RESPECT FOR PROPERTY
- DEPENDABILITY
- PRIDE IN GOOD WORKMANSHIP

1. Must send in Work Records postmarked not later than the 5th of each month.

2. Must let the Administrative Office and Local Office know if they are out of work.

3. Must attend school. If necessary to miss school, must let the instructor know by written excuse.

4. Must attend sub-committee meetings when notified to do so.

5. Must keep Administrative and Local Office notified of any change of address or phone number.

6. Must have passing school grades and required attendance records.

7. Write letter to sub-commit-

ently negotiating a new contract for the pipe industry.

GOLD DREDGES

It's the same good crew of old timers on the dredges and shops at Yuba Consolidated. At this time we are negotiating a new contract for the Brothers working in the gold fields and hope to have it ratified this month.

tee if apprentice wishes to transfer from one area to another.

8. There is no automatic six (6) month's advancement of apprentices. You must complete required number of hours of on the job training and related instruction in class room in each six (6) month's period.

Work in the San Francisco, San Mateo and San Jose areas is still slow due to the wet weather but as soon as the ground dries out, things will start moving. Everything points to a banner year. Classes are on schedule in these areas and we have scheduled Fran Walker to give talks on the safety program. This is something we cannot stress enough to you young fellows. We must learn to work safely at all times.

Our congratulations to Ronald Woods upon his completion of training at the Barber Greene Company in South San Francisco.

The Operating Engineers Apprenticeship Committee is participating in the San Mateo County Career Guidance Center at the San Mateo County Fairgrounds. This is a week of counseling the school students on the merits of our Apprenticeship Program—the qualifications etc. The program is designed to help stop the high school drop outs. In other words, all applicants must be high school graduates in order to qualify. The Operating Engineers are doing this because they are interested in education for all young people—especially those that will become engineers.

At the present there are about 60 accepted apprentices in the Redding and Eureka areas, and 13 have managed to work most of the winter.

The average rainfall in Redding last year was 20.56 inches. Rainfall to date this year is 49.75 inches and still raining.

Contractors are eager to get started and say that the apprentices they have used so far are working out very well and they will call for more.

The Journeymen in the field are doing an excellent job of training the apprentices—not only work wise, but safety wise.

Automobile Shaver To Test Arrest

A 30-year-old salesman in San Francisco, says a man has a right to shave with an electric shaver while driving his car on the crowded early morning freeway. He pleaded innocent to a charge of shaving while driving and was granted his request for a municipal court jury trial.

CREDIT-SAFETY MEETINGS

All meetings at 8 p.m.

San Rafael, May 10

Eureka, May 25

Redding, May 26

Oroville, May 27

San Jose, June 7

Jamestown, June 8

Colfax, June 22

Hayward, June 24

Check district office for place

Fresno Keeps Up with Changing California

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

FRESNO—This area is rapidly changing with the trend of change that is prevailing throughout California.

The face of this area has been basically agricultural for many years. With the exception of the necessary city and town business houses such as stores, hotels etc., the land surrounding each community was all 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 not only see a complete change in the landscape, but also a change in the people living here. A part of the old residents of the area welcome this change, while others bitterly resent what is happening.

In regard to the landscape we find several changes occurring. In some areas where there once stood vast fields of pasture land, crops of corn, cotton, grapes, etc., we now find huge commercial shopping centers. These centers are surrounded by tracts of new homes with new schools, churches, medical centers and other facilities required by community growth.

This condition of growth is seen in almost every community in the area. This growth of course attracts business of every form that is required to meet the needs of the people. As a result, where once stood large areas of undeveloped land or sections of orchards and other agricultural acreage, we now find commercial business.

Large and small factories of different types are springing up all over. New industries are beginning to take form in the valley which is still primarily an agricultural area. However for many years it was almost exclusively agricultural.

Construction work which varies from building a new service station to the construction of the huge San Luis Water Project is on the upswing.

The job opportunities created by this work attracts new people to the area as well as attracting people from agricultural employment into the Building Trades and Industrial Labor Market.

All of this of course, tends to change the people. It also changes the thinking of society here as well. New people have new ideas. New people have different philosophies regarding the many issues that confront the general community.

It is most interesting to observe this change and the results that occur. We are changing along with the rest of the state, and everyone is working toward making it a change for the best and part of the "Great Society."

AREA WORK REPORT

The weather has been playing havoc on jobs in the area during the past month. By the time you read this article however, we expect to be well underway to the beginning of a great year for the membership.

We have many jobs underway now and more being awarded each month. Most all of the mem-

bership should be working in the not too distant future.

SAFETY, CREDIT UNION

On April 1, we held a Credit Union and Safety meeting in Los Banos. The attendance and response was most gratifying. A complete new and extremely interesting film was shown.

We wish to thank those members and wives that attended. Please continue to come and participate in future meetings.

ORGANIZING

We have continued our organizing program during the past month. As a result of these activities we have filed a petition for recognition with the N.L.R.B.

This petition will cover the employees of the C. Jim Quinn Company operation here in the valley.

We have other companies that we are working on at present and hope to bring all to a successful conclusion. As we get results on our activities we will report them to you. The prospects look good on some of our campaigns at present.

CONFERENCES

Recently we have had the opportunity to attend a few conferences. We attended the State Building Trades Legislative Conference in Sacramento. At this meeting committees were formed from all Unions in attendance.

We visited in groups with the State Senators and Assemblymen from our various districts and attempted to obtain their support on various bills affecting people in the Labor Movement. Our efforts (as reported at conference) have "borne fruit" and we have support on these bills.

We also found opposition from various people that we will talk to more. The conference as a whole was quite successful and

On the 7th of April we had a

we are grateful that we were able to attend.

BLOOD BANK

drive on for donations to the blood bank. A mobile unit was here at the office. Thirty-four members donated.

We did not do as well as we wished, but are very thankful for the turnout we had. We thank all Brothers who donated. They are: Gene Forth, Paul Ramey, Stanley Bergman, Jeff Sarahan, George H. Moon, Forrest R. Elwell, apprentice; C. E. Young, Samuel Lee Nagle, apprentice; Orville Yarnell, Ronald Endicott, apprentice; Tony Coyle.

Olen Ragsdale, Stanley Womack, Warren B. Moody, Dale R. Williams, apprentice; Ranney Earl McHaney, apprentice; Roy E. Caster, apprentice; F. D. Lindsey, Leland Kerns, Jr., apprentice; Bob Emler, Ronald Webster, apprentice; Leonard Pope, apprentice; Richard Denis, James M. Tucker, apprentice; Philip Houston, apprentice; Bob Coley, apprentice; Richard Wear, apprentice; Patrick Earnest, apprentice; Garland Woodward, apprentice; Edward Brown, apprentice; Douglas Gandy, apprentice; Jim Rowen, apprentice; Obie Arnett, Pete Guinn and William Harris.

Our apprentices turned out very well. Thanks again. Following is the schedule of the Central Blood Bank: Monday — closed; Tuesday — 11:00 a.m. to 7:00 p.m.; Wednesday — 11:00 a.m. to 3:00 p.m.; Thursday — 11:00 a.m. to 7:00 p.m.; Friday — closed.

SAN LUIS AREA

First off let's try and clear up the story about the "Brown Hills." Well, the hills are brown and we are still getting rain. About the only thing we can give

for an excuse, is that the hills over on the east side are white! This may account for someone up north kicking the rain door open, causing all these "gully washers," or "toad chokers" or whatever you would like to call it.

While we are still getting a lot of rain, we are still getting more work.

Pascal & Ludwig Company has been awarded more levee work, and Darkenwald & Morrison Knudson were low bidders on the "Little Panoche Dam."

There is also some talk that there will be more freeway work let in the future.

Now that we have the weather and work problems somewhat solved, let us talk about something concerning all of us.

Just the other day we came upon a 657 scraper laying on its side. What does a person think of? First of all the oil was still running out of the crankcase, fuel out of the fuel tanks, and the top wheels were still turning. Here is what some people think: "What do I do with my first aid training? or one may offer a short prayer or one may stand there momentarily and try to undo what apparently just occurred.

One may also wonder who will call the family of the stricken Engineers. Most of these feelings did come to pass. Fortunately the good Brother was not injured too seriously. Nevertheless it gives everyone a little start and something to "think" about. At our Safety meeting held in Los Banos Brother Fran Walker spoke of the "wide picture." If one possesses the wide picture, then one is not so apt to get into much trouble. See the wide picture and work safely.



Some Heart Ills Due To What's in Blood

LOS ANGELES, May 4—Certain serious abnormal heart beats associated with kidney disease and other disorders are the result of what is in the blood, not what is in the heart muscle.

Drs. Stanley Franklin and Daniel Simmons of the Mount Sinai Hospital and UCLA Medical School have demonstrated in animal experiments that such heart irregularities are related directly to high potassium levels in the blood.

They found that when they loaded the animal's blood with potassium, heart irregularities were almost immediately detected on the electro-cardiogram.

Kidney disease and certain other disorders result in too much acid in the blood and also lead to high potassium levels. Medical authorities have not been certain whether the acidosis in the blood or the high potassium lead to the heart irregularities. The identification of the high potassium as the culprit will aid doctors in treating the patient and perhaps serious heart irregularities.

Relatively simple blood tests might spot rising potassium levels before heart irregularities occur.

Sacramento Digest

Elvas Freeway Widening to Start Soon

By ERNIE NELSON, AL DALTON, CLEM HOOVER,
ART GAROFALO, JERRY ALLGOOD

SACRAMENTO—A bid of \$1,444,094 by Gordon Ball Enterprises and Homer J. Olson of Danville, Contra Costa County, was the lowest of four bids received by the state division of Highways for widening Elvas Freeway from four to six lanes.

Work will begin in about six weeks. Completion is scheduled in about 18 months. The project will extend from a Street to 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 announced in advance.

When finished the widened freeway will connect on the South with the eight lands 29th and 39th streets freeway now under construction. It is planned for completion at about the same time.

The weather has really played havoc with the work in the mountains. At this writing there is 18 inches of new snow at Hell Hole. American River Constructors were forced to close down operations for a few days until the storm passed. The state has al-

ready closed part of the dam operations.

The upstream portion of the fill also was closed until after the threat of a large Spring run off has passed. The state doesn't want another "December disaster" on its hands. ARC shops are on three shifts, and shovels on two, but drilling operations are down to one shift. They hope this will only last about one month, all tunnel operations at Long Canyon, Middle Fork and Brushy Canyon are still going on a three-shift basis. They had hoped to start their Clay Core Operations by this time, but the storms have delayed this.

Ets Hokin Co. started its power house project at Hell Hole, but storms forced them to shutdown. Operations will resume very shortly. This company is making good progress at its other three projects at Interbay, Ralston and Oxbow powerhouses, however, there is trouble with water seepage at Ralston.

Emil Anderson is in the cleaning up operation of the French Meadows outlet tunnel. The company now moves to the inlet side to the outlet on the Auburn tunnel project.

Lee Stephens barely got started

on the overpass job at Weimar when the weather shut it down. The company has another overpass job at Illinois Town crossing.

Hardeman, on the N.I.D. project, is nearly at a standstill until the snow melts in the high country, and lets them start work at Bowman Lake and Jackson Meadows. They do have some work on the spillways at Dutch Flats Interbay and also some work on the Flume line.

POLLOCK PINES

The J. A. Jones Construction Co. finished its powerhouse at Robb's Peak and moved their equipment to Diamond Springs yard where there's a small crew of the Brothers working on equipment. The company is bidding the Slab Creek job at the White Rock tunnel.

Wisner and Becker is Electrical sub-contractor on Robb's Powerhouse and installed a Japanese crane to do the heavy lifts. Frank Bateman is operating the crane, and claims he has already picked 100 tons with it. He said, "they would soon have the bugs out of it and would put it in full operation."

The weather is still bad in the mountains, Granite Construction Co. on its freeway shut down for awhile and should start up about first part of May.

Kuckenberg Construction Co. is working in between rains trying to do some finish work. They called back most of the men. Sam Sanders is one of the "Ram Rods" on this job.

Fadel Construction Co. is working a Skeleton Crew on the freeway job.

The Walsh Construction Co., at the White Rock tunnel is making good progress. They already are as high as 8½ feet in a 26 ft. tunnel and have had a good safety record under the supervision of Les Hunnington and Fuz Heard.

Gates and Fox are finishing the Serge Shaft, and then they will be completed with their contract with Walsh Construction Co. on the White Rock tunnel.

Bennet Murray Co. is working at the boys camp in the Sly park. Joe Vicini Construction Co. has a small job working for Mission Cal Lumber Co., at Camino.

Work, otherwise, in this district is at a standstill with about 1100 men on the out-of-work list. There have been 250 dispatches during the month and the outlook is good, pending a drastic weather improvement.

Again, our Blood Bank is extremely low. Please make arrangements to give a pint of blood for an Engineer.

AQUEDUCT RUNS ANOTHER 18.5 MILES

By WALTER M. TALBOT,
AL McNAMARA and
GLENN DOBYNS

STOCKTON—Adverse weather has raised havoc with our prediction of an "early start" this season. However, with the possibility of getting out on a limb again because of the rain, this month should see the placement of many engineers on various projects in the construction field.

Western Contracting Corp. of Sioux City, Iowa, submitted a \$12.3 million low bid to construct 18.5 miles of concrete lined canal and related structures of the California Aqueduct. Completion is scheduled for September, 1967. It stretches from a point 6.5 miles south of Tracy to the north end of the first contract in Del Puerto Canyon west of Patterson.

This is the third contract Western has secured from the Department of Resources to construct the new aqueduct. Each job adjoins the other making a total length of approximately 48 miles of lined canal from San Luis Dam in Merced County to Chrisman Road south of Tracy.

Peter Kiewit & Sons, constructors of the Canyon powerhouse under a \$4.2 million contract from the San Francisco Public Utilities Commission, continue to work on their project despite the adverse weather.

PENSTOCK BIDS

The San Francisco Public Utilities Commission has called for bids on the powerhouse penstocks that will drop 1400 feet from the completed Clancy O' Dell Tunnel to the Peter Kiewit powerhouse.

The work on this feature will include the furnishing and installation of approximately 2,130 feet of 92-inch, 84-inch and 66-inch diameter penstock weighing 1,142 tons and the construction of concrete anchors and penstock supports.

Estimated cost of the work included in the contract is \$2 million with a completion date of May, 1966.

Granite Construction Co. has started its \$3 million contract with the Department of the Interior to increase the flow capacity of the Delta-Mendota Canal by raising the walls of the canal another 18 inches. Because of the nature of work, nearly all the equipment will be specially designed for the job.

McNamara Corp. resumed operations on the Tracy by-pass job and should have completed the sub-grade, and J. W. Vickrey, Inc. of Alamo should be paving

Utah Members Send 14(b) Speedograms

Members of IAM Lodge 1020, Salt Lake City, Utah, are using eye-catching red and yellow flyers—Speedograms—to call attention to the need for repeal of Sec. 14(b) of the Taft-Hartley Act.

The Speedograms call on President Johnson and members of Congress to speed repeal of the law so that so-called "Right-to-Work" laws will be wiped off state statute books.

John Roe, union representative for Lodge 1020, says union members and their friends are mailing the Speedograms to Senators, Congressmen and the White House.

by the time this article reaches the readers.

RESURFACE JOB

A. Teichert & Son were low bidders to the State Department of Public Works for \$250,000 to widen and resurface south-bound lanes of Highway 99 between French Camp Road and Weber Road and north-bound 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 reconstruction of Chrisman Road in the Tracy area from Linne Road to state Highway 50. The smaller contract, also in the Tracy area, is for reconstruction of Linne Road to E. Bird Road. The third job is in the Linden area on Comstock and Fine Roads.

WEST SIDE BRIDGE

Gallagher & Burk, Inc., of Oakland, 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 \$500,000. This project will include the bridge, substructures for two interchange ramps and a detour around the bridge site.

Also involved is a bridge over the aqueduct at Patterson Pass Road and relocation of a fifth-of-a-mile of that road to provide a connection with the West Side Freeway. Gallagher & Burk sub-contracted the dirt work at both sites mentioned above to Lee Stephens of Stockton.

Homan & Lawrence Engineering Co. is constructing concrete silos for Spreckles Sugar Co. in Manteca on a continuous pour basis with a hoist operator on each shift. However, the job will only provide seven to eight days of work to complete the pour. The new silos will provide storage capacity of more than 27 million pounds of sugar, increasing the output of the factory by at least 20 per cent.

Utah Dredging Co. has approximately three months work for the suction dredge "San Mateo" 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 hole golf course at Manteca. Work will commence when legal technicalities are completed and \$250,000 in tax exempt bonds are sold to pay for the course.

Granite Rock Co., of Watsonville, has acquired a gravel pit

west of Vernalis and expect to have a permanent installation in that area. At this writing, a Northwest crawler 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 Maze Road to the McNamara Corp. Freeway interchange.

Continental-Heller 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 second complex under construction at the C.Y.A. site with Nomellini Construction Co. still working on the first phase of this project. A. Teichert & Son has the sub contract of the Continental-Heller job for all underground utilities, grading and paving.

Ets-Hoskin & Galvan have the electrical contract for the new installation. Later this year a third complex will be advertised for bid. Overall expenditures are expected to exceed \$90 million by the time the school will be completed some ten years hence.

Our thanks to Brothers Stanley Francisco and Tona R. Smith for their recent donations to the Engineers Blood Club.

Freeways 'Bug' Liberian Foreman Here on Visit

"Around Monrovia we drive a small German-made car, and in the four years we had it we have driven it only about 3000 miles. Your big cars and speed of the freeways in California 'bug' me," according to Brother Herman Zehnle, foreman for Liberian Mining Co. in Monrovia, Liberia in West Africa.

Brother Zehnle and his wife, a nurse in the Liberian Mining Co. camp hospital, returned to their home in Woodacre in Marin County north of the Golden Gate and San Francisco. Their stay is only temporary before returning to their home for the past nine years in Monrovia.

He is a mechanic foreman in the mining company's shop in Monrovia. He lists the following as type equipment used: four 120B Bucyrus-Eries; three 54B Bucyrus-Eries, three 80 B's; a new 88, 25 Northwest; 22B dragline and 15 B crane.

Zehnle said ore coming out of the open pit operation is 70 per cent pure, and anything less than 65 per cent pure is run through a mill.

Pure ore is screened, trained to the docks and shipped. The biggest market is United States at Republic Steel on the East coast. Republic is a partner in the mine with Liberia.

The ore is loaded by shovels and conveyor belt and trains dump it into a hopper at the docks. The mine is 40 miles inland, and the second mine is another 40 miles further inland. The railroad is of narrow gauge track.

Living conditions are equal to "stateside," the Zehnles said, however, due to the high humidity the air-conditioner is "on" 365 days a year. Fishing is excellent and the view from the Durer.

—Continued on Page 8

Contest Open for Nations' Top Backhoe Operator

Here's a challenge to men who call themselves Operating Engineers to test their skill at running a backhoe and taking advantage of an opportunity to win a Plymouth Barracuda sedan in the process.

The Massey-Ferguson equipment dealers in the Bay Area are participating in a nation-wide hunt for the top backhoe operator in the country.

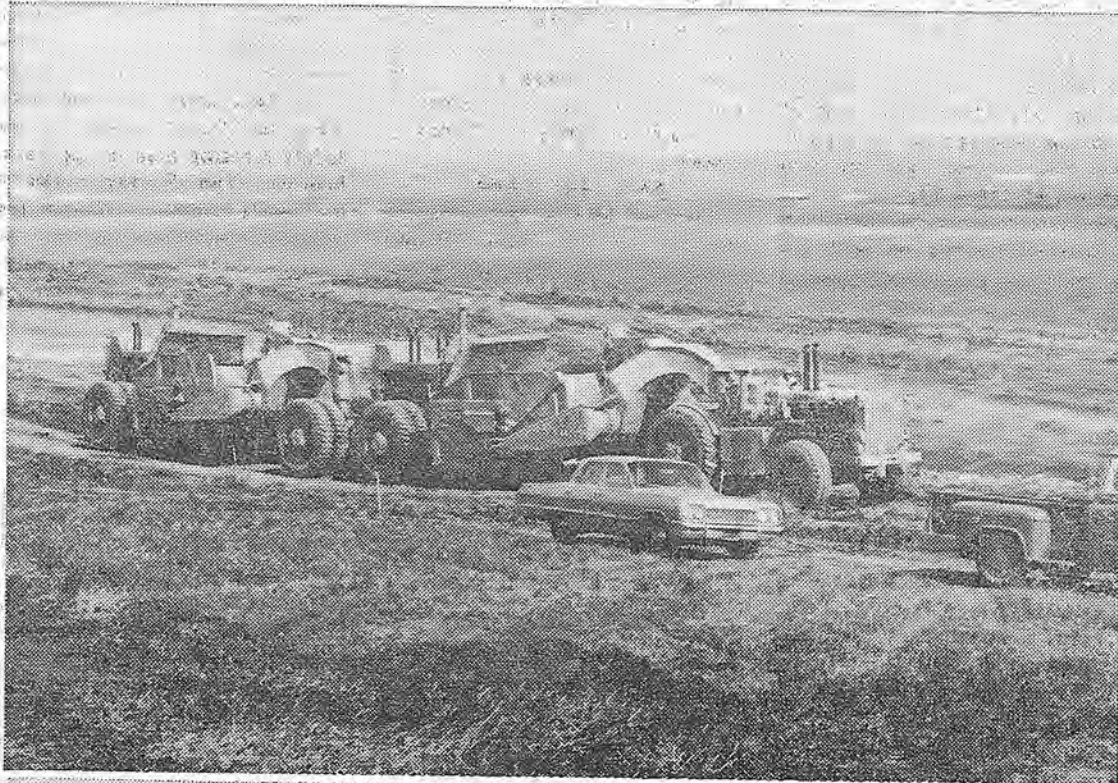
Regional contests are being held throughout the nation and 55 winners will be given an all-expense trip to Detroit, Mich., for the semi-finals.

The finals will be held in June with five participants each of whom will be given a color television set and the grand winner the new 1965 car.

The local Bay Area contest will be held in Union City, near Fremont, May 22, 29 and June 5.

Between now and then, interested contestants may practice on Saturdays and receive entry blanks at any Massey-Ferguson dealer. There is no entry fee.

Dealers in the Bay Area are: Bayshore Tractor, 3014 Bayshore Highway, Redwood City and William N. Box Co., at Decoto Rd. and 10th St. in Union City. The contest at Union City will start at 8 a.m. at the corner of Mission and Decoto Rd.



BIG EQUIPMENT . . . these two pictures show new equipment in use by Western Contracting Co. at its Del Puerto Canyon canal job in Modesto area, west of Patterson. Upper photo shows TTSS-40 Euclid twin scraper with three engines. Note size of equipment compared with car in foreground. Below is giant blade used on same project with enclosed cab.

Pulp Mill, Freeways, Bridges Top Eureka

RAY COOPER 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 load will be well underway.

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 Fredrickson & 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 85 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 \$2,020,023 was entered by Fruin-Colman Construction Company, of San Mateo, for the four lane South Scotia bridge. Arthur B. Siri Company will be doing the approaches, and "Barney" 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 Hiway 299, including finish grading, base and surfacing, between 15 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 now underway. The \$45 million Crown Simpson plant was awarded to Wright, Schuchart and Harbor, of Seattle, Wash. and will be located across the Bay on Samoa Peninsula. This will mean steady work for about 50 Brother Engineers during construction.

Mercer-Fraser Company is leveling and graveling roads on this site.

Peter Kiewit Company was awarded the job of building dock facilities for The Crown Simpson plant. There will be over 1000 piling driven for the dock and wharf.

The Georgia Pacific pulp mill is 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 Corp of Army Engineers hope to accelerate construction of California Water Plant projects which would give the greatest flood protection to Northern California.

The greatest expenditure is in Humboldt County where \$350,000,000 is proposed for Sequoia Dam, on the Eel River, 10 miles above the mouth of the South Fork.

The proposed dam would be earthfill construction towering 600 ft. The reservoir would have a storage capacity of 5,400,000 acre feet of water.

Long range plans for water resources development on the Mad River include reservoirs in the upstream reaches at Butler Valley. An earth fill dam in Butler Valley would be about 350 feet high.

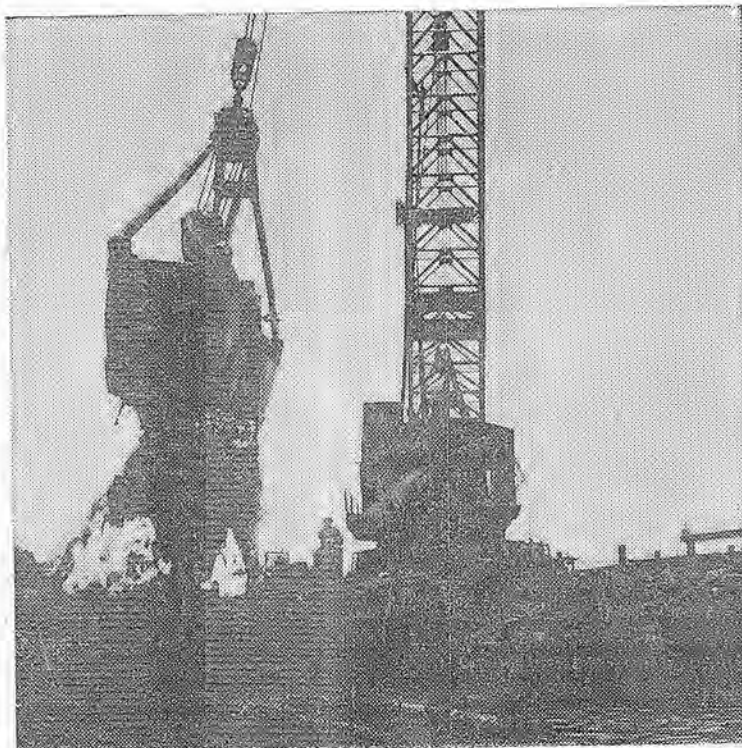
A Levee system is planned for Redwood Creek, and construction on this project will begin very soon. Cost of levees and channels on the Smith River would run around \$3,500,000. Levees would

also be constructed on the Eel River from the Ocean and on the Van Duzen River.

Over in the Hoopa and Willow Creek area, McIntosh and McKnight Readymix Company has a portable rock-crusher set up on Trinity River in Hoopa, which will be quite an operation.

Tonkins Logging Co. is rip-rapping 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 overpass 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 down-pour — 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. Paving was to have been completed last summer. Ghilotti Bros. was low bidder, but work has been delayed due to the rainy season.

Development of 710 acres south of Highway 37 at Black Pt. which calls for 1,700 single family homes, 600 multiple units, 16 acres of commercial and 12 acres of professional zone has been presented to the Marin County Planning Commission. There would also be two grammar school sites, a nine-hole golf course, small neighborhood parks and a park bordering most of the development.

The Planning Commission also invoked the underground utility ordinance in approving a 17-lot addition to the Oceana 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. Kubon 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 home demolished by Holtzinger Bros. was built 65 years ago, and in 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 — costing approximately one million dollars. Construction is to start within 30 days.

Freeways 'Bug' Liberian Foreman

Continued from Page 7—

Palace Hotel, overlooking the Monrovia harbor, is excellent. Recently, the area received television.

Mrs. Zehnle, who works at the compound hospital, says doctors see an average 200 patients daily.

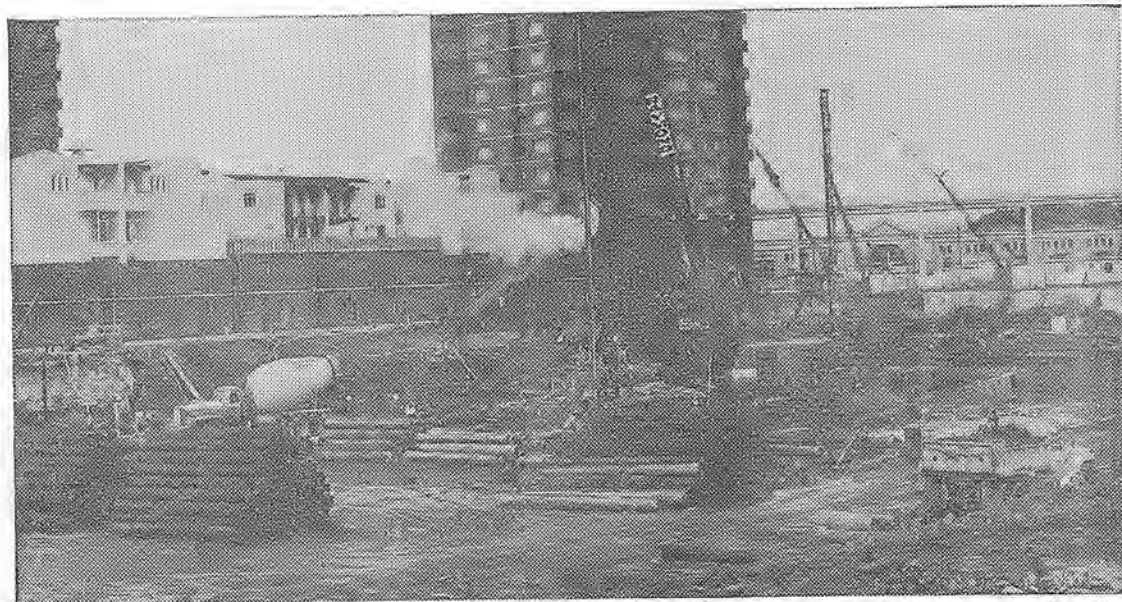
Medical care is free to employees and their families.

Zehnle said anyone interested in working in Liberia should write a letter to Frank Hoelle, Liberian Mining Co., 70 Pine St., New York (5), N.Y. for further details.

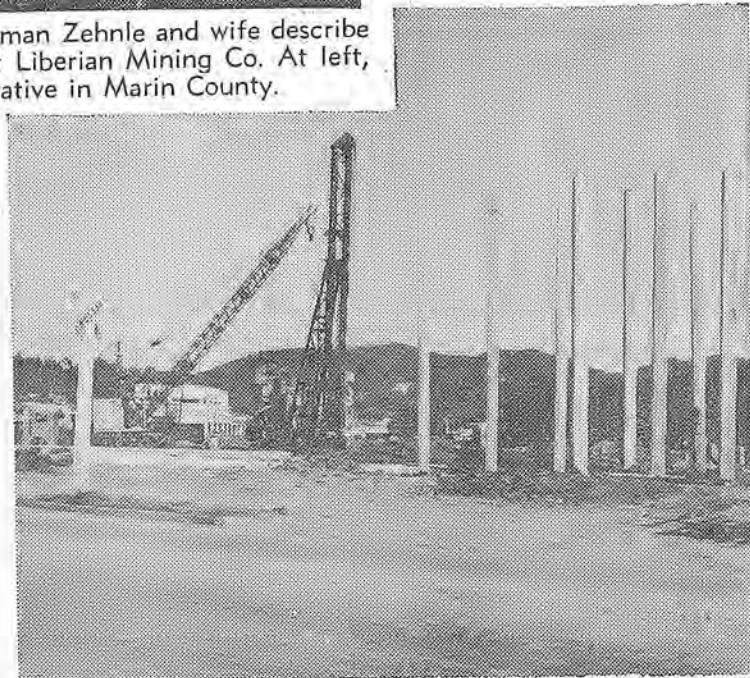
Married men, apparently, are preferred. Men chosen are given a three-months probationary period to determine how well they adjust to the job. If after this period the man is chosen and he wants to continue working there, the company moves the man's family to Monrovia and signs a two-year contract with the Operator.



BACK HOME . . . Brother Herman Zehnle and wife describe life in West Africa working at Liberian Mining Co. At left, Al Hansen, Business Representative in Marin County.



GOLDEN GATEWAY . . . three pile drivers, cranes, tech engineers dot this spread in San Francisco. Raymond Concrete Pile owns pile drivers working on phase two of Gateway project. In the background is the phase one of Perini Corp. project.



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

San Jose Report

Junipero Serra Freeway Gets 'Green Light'

By ROBERT SKIDGEL, G. L. MOORE,
JAMES N. HALL, LAKE AUSTIN

SAN JOSE — The award to Green & Winston for the \$7,493, 556 Junipero Serra Freeway, has set the wheels in motion for this long-awaited project. The job will include 7.4 miles of six and eight-lane freeway, frontage roads, grading and paving w/AC on CBT, and construction of nine bridges. There will be approximately 3,000,000 yards of earth moved on this job. The company has set up a trailer office on Foothill Blvd. in Los Gatos with Glen McAfee as Project Supervisor. Work is now in progress with a small crew of two cats and one rubber-tired loader starting clearing.

The job will require approximately 30 Engineers at its peak. Dan Caputo will be building the structures, some of which must be built before much of the dirt work can be started. Sondgroth Bros. will furnish and lay the black top. This will be an 18-month project, and in answer to the many inquiries we have received from the Brothers, there is planned only one eight-hour shift.

Wheatley & Jacobsen are making preparations to move their truck crane from the Stanford Hospital job, which is just about completed, to the new high-rise apartment project on Cowper St. in Palo Alto. Sondgroth will excavate a full basement. Sondgroth also is grading and preparing the site for the new J. C. Penney store, on Alma St. in Mt. View which will be the largest store in the Penney chain in Northern California.

Pisano Bros. started its \$80, 000 storm and sewer project on Stevens Creek Blvd.

James Engineering Co. started storm drain and sewer facilities on Castro St. in Mt. View, on the O. C. Jones widening project.

The Hood Corporation, of Whittier, was awarded a \$1,944,846 contract to build the Almaden Valley Pipeline. This is a continuation of Hood's recently completed job, another portion of the intra-county water importation system, which is expected to deliver its first water this month. This portion of the contract is for 4.5 miles of 72-inch pipe to be installed between the Los Gatos Creek and Central Pipeline, to a point on the Guadalupe River at the Los Capitancillos percolation ponds. Actual starting date has not been determined, however, more information should be available for the next issue of "Engineers News."

The Henry C. Beck Telephone Building is moving right along with no time wasted in its schedule. With a 250-man crew working 12 hours a day, the forms for the 10th and last floor are already underway.

Two climbing cranes go up with the building, scrambling through holes left in each floor with the help of special hydraulic jack devices. The columns and walls are poured by the cranes, which can hoist a 3,000-pound bucket. Things get a little congested on top of the building with two cranes with boom of 104 and

75 feet, tossing 3,000 lb weight around!

It will be interesting, at completion, to see what happens as the cranes cannot come down through the holes in the floors as these are sealed up after them. Remembering that they are 128 ft. from the ground, and that what goes up must come down, another crane will be necessary to lift them off the building. So much for progress, and hooray!

SALINAS-MONTEREY

Work in this area is sparse at this time. The Firestone job and Freeway overpass north of Salinas are nearing completion. The home 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 work a little closer to home when the season begins.

The Navy job at Alcan-Pacific should keep a fell crew of operators working just as soon as the clearing work is completed.

The situation in King City is much the same as last reported. The major jobs are Madonna's,

in Bradley, and San Antonio Dam, neither of which are working at full capacity.

In the Santa Cruz-Watsonville area, work should pick up shortly. The last two 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. Kester started its Ocean St. job, and if rain and traffic problems do not present too great a hazard, 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 heavy rains. (Incidentally it's Easter Vacation Week, and rain or no rain the City of Santa Cruz is bracing itself for the "Suring Crews," who usually show up at this time of the year for the water sports.)

NEW WORK AWARDS

To L. C. Smith Co., \$29,983 for widening of Highway No. 9 from two to four lanes in Saratoga between Oak Place and the junction of Route 85, from two to four lanes from the junction to .03 mile north of Harriman Ave. and from that point to .04 mile south

of Pierce Road Rt. 85 will be widened and shoulders constructed.

Daniels & House of Monterey a \$95,350 for resurfacing streets and Park areas and installing storm drains, in Fort Ord.

J. C. Bateman Co., \$155,755, for street paving, curb and gutters in Campbell.

Ebert-Spartan \$10,071 for Fifth St. Sanitary Sewer Relocation.

LOW BIDDERS

The A. J. Raisch Co., is the apparent low bidder on constructing a section of San Thomas Expressway between Williams & Wadro Roads in San Jose. This one was bid at \$1,937,811. More of this in the next issue. Actual awards will be made next week.

Dutra Dredging had the lowest of two bids on improving Guadalupe River, in the vicinity of Alviso Road. Engineers estimate was \$117,000. Dutra's bid was \$106,050.

Wheatley & Jacobsen of Palo Alto were low of six bidders for the construction of the FIRST phase of a new science building at San Jose State College. The office of Architecture & Construction estimated the cost at \$4.87 million. Wheatley-Jacobson's bid was \$3.16 million. More information will be available for the next issue.

Vallejo Fighting Rains and Mud

By AARON SMITH

VALLEJO — Vallejo area is at a standstill due to rain.

Parish Bros. are still trying to complete their water front job with a few Brothers fighting the mud, also Prodanovitch Inc. are working in between rains on the underground, Pomeroy Inc. have been shut down due to the mud on the sea wall.

The Bros. on Erickson, Phillips and Weisberg bridge job over Napa River on state route 37 have been lucky, the only time they have lost is the days it has rained hard.

Most of the dirt spreads of Syar & Harms are at a standstill all over the county but the paving crews have been laying quite a lot of black top on street jobs.

Industrial Asphalt Inc. is ready to go on the paving of the detours on the Darkenwald Freeway job at Benicia as soon as weather permits, then Darkenwald Construction can start some dirt moving rigs back to work.

Ball-Syar & Harms on Highway 40 at Vacaville at this time is also at a standstill.

Vincent Rodrigues Const. Inc. was just awarded a sewer job in Napa, this job should be starting in a few days, cost of job is \$189,819.00.

Kaiser Steel is back to work which will put about 40 Brothers back in the saddle.

Hawaii 'Lei Day'

\$273 Million Asked For Road Expansion

BY HAROLD LEWIS,
BERT NAKANO,
WILFRED BROWN
and JAY NEELEY

HONOLULU—May 1 was "Lei Day" in Hawaii. The lei is a garland of flowers symbolizing "friendship." We wish there were enough leis available for everyone in the world.

Hawaii's highway program has taken a major step into the interstate defense highway system. State and Federal governments have proposed \$273 million for the construction of the H-1, H-2, and H-3 highways. Bids are now being considered for immediate construction by the early part of May.

The Lunalilo Freeway, part of H-1 highway, between 13th and Kapahulu Avenues, is just a portion of this immense highway system and should be completed by May. Another part of H-1 highway's route will continue out towards the Barber's Point area.

H-2 highway is about to commence around the area of Wai-pahu Junction on out to Schofield. This should supply more work for our brothers.

H-3 highway has plans for a tunnel from Moanalua to Kailua. Work is scheduled to begin during the Autumn months. The sunny weather at that time of the year should be excellent for working conditions.

ISLAND OF KAUAI

The outlook for the Island of Kauai looks very promising with much highway work to be extended into the Kola District. In the vicinity of Seven Seas Hotel, now a famous spot, there are many possibilities for develop-

ment of high-rise hotels. Plans are now pending by Sheraton Hotels, Hawaiian Dredging & Construction Company, Ltd. and Haas & Haynie Corporation.

Territorial Contractors, Ltd. on the Island of Kauai is constructing and creating a new facial look for the Lihue Airport Road. This project started a year ago, however, rainy weather has kept the progress of this project almost to a stand still. Improvements have been made in the general area of Kilauea between Moloaa to Hanalei for a State highway. Work in this area should be completed by the later part of August.

SPOTLIGHT ON MEMBERS

A member who has devoted much of his time day to day to the task of maintaining the strength of our Union is Brother Shoichi "Mala" Tamashiro.

Since the Operating Engineers' progressive drive to organize Hawaii's unorganized in the middle 1950's, Brother Tamashiro was very instrumental in helping our organizing drive. His unending

support has gained him the respect of his fellow brother members.

In 1964, Brother Tamashiro was unanimously elected as Election Committee Chairman; which entailed a trip to the mainland. This was the first trip to the mainland for him, it couldn't have happened to a more deserving brother member.

Again in 1964, the membership elected him to serve on the Grievance Committee in Hawaii which meets every Monday evening at the Union office.

For 17 years, he has worked as a top universal equipment operator. He has worked for Construction Equipment, Inc. for a number of years and has served as Steward for the Operating Engineers while employed by this company. His name has appeared on numerous occasions in our "Engineers News," for he has worked on many outstanding projects throughout the State of Hawaii.

We are indeed fortunate to have a member like Brother Shoichi "Mala" Tamashiro.

He deserves recognition for his

Negotiated Truce in Steel Dispute

PITTSBURGH—A four-month truce has been negotiated between the United Steelworkers and the basic steel industry, heading off a nationwide strike that had been threatened for May 1.

Under the stopgap arrangement, management is putting into escrow a sum equal to 11.5 cents per hour per worker pending final agreement on contract improvements.

If no final settlement is reached by Aug. 1, either side

can end the temporary arrangement on a 30-day notice. USW President David J. McDonald cautioned that "a strike or a lockout could occur" at the end of the extension period unless final agreement is reached on an overall contract.

The union declared that the 11.5 cent figure—which amounts to about 2.7 per cent of the industry's labor costs — does not represent the final amount the USW expects to win in any long-range agreement.

excellent work and interest shown in our Union.

(Our spotlight may fall again on another deserving brother member . . . it may be you!)

NEW REPRESENTATIVE

By now most of the Brothers have met Brother Jay Neeley, new business representative. He filled a similar job in the State of Utah, and is a Trustee on the Executive Board of Local 3.

If you have any problems, don't hesitate to approach him when you see him in the field. "Aloha" (welcome) to Brother Neeley.

DISTRICT MEETINGS

DISTRICT 8

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

DISTRICT 2

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

JUNE

DISTRICT 5

Fresno, June 1, Tues.
2131 E. Olive, 8 p.m.

DISTRICT 10

Santa Rosa, June 3, Thurs.
Vets. Bldg., 1351 Bennett, 8 p.m.

DISTRICT 12

Salt Lake City, June 11, Fri.
Teamster Hall, 443 S. Sixth St., 8 p.m.

DISTRICT 11

Reno, June 12, Sat. at Musicians Bldg., 124 W. Taylor, 8 p.m.

Avant - Garde Approach

New Design for Dublin Freeway Overpass

By ED HEARNE, TINY LAUX, STAN GARBER,
JERRY BLAIR, TOM CARTER and BUD MALLET

OAKLAND — Another milestone in the development of Rapid Transit in the Bay Area was passed with the running of the first test car over three 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. Weaver, Administrator of the Federal Housing and Home Finance Agency.

Dr. Weaver gowned in brass as the featured speaker at the ceremonies preceding the event and as engineer at the controls of the car. He shared the latter duties with Adrien J. Falk, President of the Bay Area Rapid Transit District Board of Directors.

The laying of the rails and the brief ceremonies attending the running of the test car have launched a \$160 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 subway; the Oak Street station complex in downtown Oakland, where the new rapid transit headquarters will be located, the El Cerrito aerial line, including the Cutting and Fairmont stations; and the transbay tube linking Oakland and San Francisco which will be financed with \$133 million in bay bridge toll money.

The bulk of the system will be financed with \$792 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 no shortage of work for members for the next few years.

BLOOD BANK TIME

We must report at this time 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 and how.

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 Excavating Company has a full crew working on the Jackson Street freeway in Hayward placing approximately 10,000 yards of material per day with trucks. Six engineers are keeping busy in the Hillary 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 2½ year job.

Redgwick and Banke are ahead of schedule on their Woodland Estates job. They have recently rented five scrapers from H.O. Rutherford to increase their production. The job will be winding up in about two months.

Brother Leonard Cunha is Steward on the job.

Titon Construction Company

was awarded a flood control job in Warm Springs. It is a \$190,000 job with about 11,000 yards of channel excavating.

Redgwick and Banke were awarded a \$250,000 job to widen and improve a stretch of Hesperian Blvd. in Hayward.

DUBLIN FREEWAY

On the new Dublin Freeway, the bridge that overpasses Highway 50 is one of the first of this type in California.

It is called an "orthotropic bridge" and is one of the four highway overpass bridges being built as a test project for the California Division of Highways by United States Steel's American Bridge Division.

These bridges are to carry Interstate 680 over U. S. Highway 50 near Dublin. This technique was developed in Europe but has not been used often in this country.

The orthotropic bridge design involves use of steel plate decks stiffened with longitudinal ribs on the underside. It is much lighter in weight than most bridge construction. The lighter weight permits longer single-span bridges.

It will have two different wearing surfaces—asphalt concrete on one portion and a thinner surface of aluminum oxide grits in a coal-tar-modified epoxy on the other. Its construction and use will be compared with the three other spans on the overpass.

At the Rossmore project near Walnut Creek known as Leisure World there are a number of contractors working. American Bridge is fabricating and erecting a large fresh-water tank for this project. It will have a capacity of 15,000,000 gallons. Bigge Crane Service is setting the steel in place with Brother Jack Mouser at the controls of this crane.

CONTRA COSTA

The work picture has remained about the same this past month.

The Shell Refinery at Martinez is a beehive of activity, and is one



PUMPHOUSE . . . at Byron, Calif. shows a R-25 Whirly crane at right and an HC-108 ling belt, with 90 feet of boom and gib at left setting rebar and panels for Guy F. Atkinson Co.

of the big jobs in the area. Winston Jones has a big crew of cats and scrapers on the dirt portion of this job. Ralph Parsons Company is doing the pipe work and has a large crew of cranes busy in this jungle of pipe. C. Norman Peterson and Fred Early are doing the foundation work at the refinery. Fluor Company and Braun Company will start the refinery structures as soon as the foundation work is in. This project will keep a great many engineers busy this year and next.

On the Rapid Transit test site, Massman Construction Company is finishing the piling and they are moving right along on the concrete structures. Bigge is placing the overhead girders with their gantry crane. Sharp and Fellows have the track in on their portion, and Bart has begun testing the equipment.

Martin Bros. have several subdivisions and pipeline jobs going in the area and are keeping most of their men busy on this work.

In Clayton, P.C.A. and Kaiser each have about 15 engineers working steady in their rock plants.

DOWNTOWN

At this writing it is still raining, so work has slowed down some. However, there are some small underground jobs going that are keeping a few brothers 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 their 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 off-shore drilling rig platform which will be towed up the coast to Alaska.

Todd Shipyard has been going strong.

Remember Brothers, safety always pays off.

San Francisco Dotted with Smaller Projects

BY A. J. "BUCK" HOPE,
GEORGE BAKER,
JIM MEEHAN

SAN FRANCISCO — All over California we read there are big projects in progress employing hundreds of Operating Engineers on dams, canals, freeways and bridges, but in the "City by the Golden Gate" everywhere we look we see only one or two, or a small handful of our men working.

As a matter of fact, when there are over 10 men on a job here it's our "biggest job."

Those projects listed as "big jobs" include: Peter Kiewit's Junipero Serra freeway near Daly City; Manson-General, foot of Marin St.; PCA Quarry in Brisbane and the San Francisco Garbage Dump.

Kiewit has 1.5 million yards to move and several structures, and the next section south should be let shortly.

Manson-General is working round-the-clock with two floating rigs, two pile drivers operating on the seawall, a pair of truck cranes and loaders, a couple of cats, two sand suckers and several mechanics.

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

The garbage dump, under Brother Wally Hobson, center of a great deal of controversy concerning "Bay Filling," has about 15 operators including four cat-skinners, blademen, loaders and mechanics.

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

Raymond Concrete Pile Co. has three pile drivers working the Gateway project. In addition there are pumpmen, forklift operators, backhoes, tech engineers and a 977 Cat. Chet Smith is doing the excavating.

The Cathedral Hill Corp. is moving a lot of dirt in preparing the area on Gough St. for high-rise apartments. Apartments and office buildings are going up all over the downtown area.

It was announced this week that Murphy Pacific Corp., of Emeryville, contracted with Clyde Iron Works, in Duluth, Min. to build a special floating crane to build the 5500-foot new San Mateo-Hayward bridge.

The crane will be built in Duluth and will be mounted on a floating barge, 300 feet by 90 feet. The crane will have a capacity of 500 tons with 275 feet of boom.

Murphy has 5500 tons of steel to erect on the bridge. The barge will be a self-contained city for 82 workers, complete with living 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 income tax return was soon told she didn't earn enough to pay taxes. Nonetheless, she dropped a check for \$5 in an envelope, with a note saying: "Enclosed my donation to Treasury . . . I think every American citizen should give to the upkeep of his country."



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

Warm Weather Helps Utah's Work Load

By HUGH BODAM, JOHN THORNTON, MERLIN BOWMAN, VANCE 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 lists are 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 here:

1956 West North Temple,
Salt Lake City, Utah, 84116
Telephone: 328-4946; 328-4947.

J. B. Parsons Company is moving their hot plant to Black Rock to pave two sections of grade recently completed by Sumsion-Reed and Gibbons & Reed. Ross Bingham will ram-rod 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 should be through in a few days. They then will move crew to the access road on 45th South.

Ralp M. Parsons recently acquired a job at Kennecott Copper, building a molybdenum oxide plant at Garfield, Utah. This will be to the tune 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 Rasmussen as the job steward on the day shift and Duane Nye on 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 engi-

neers 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 Narovitch, who died of a heart attack. Many of the members will remember Eddie as a good natured, happy-go-lucky guy dedicated to manning 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 death he was Foreman for Gibbons & Reed on their project near Hermanston, Oregon. To his wife, Joan, and their small daughter and Eddie's mother, we wish to offer our heart-felt sympathy and hope the years ahead will be kind to them in their grief.

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

The new Valley Music Center will add to the view off I-15 in North Salt Lake City with its round dome that can be seen for miles. This dome was poured on the ground with dirt as a bottom form then jacked up the columns by hydraulic jacks by Intermountain Lift Slab Corporation. The excavation is being done by Industrial Excavation, Inc. a recently formed company who is signed to an agreement.

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 31st Street to South Layton. The bid was awarded April 15, 1965. Concrete will be used to pave the driving lanes and asphalt will be used on the parking and shoulders. The six-lane highway will be the longest stretch of concrete paving on the Interstate system in Utah.

Fife's Construction Company has needed this good weather to get their Harrison Blvd. extension started again. Fife Company is using a conveyor belt to carry fill materials under the highway; this keeps the Harrison Blvd. traffic from slowing down work. Fife's job in Layton is also moving right along.

Gibbons & Reed Construction Co. has three jobs in the Ogden area. Their job at Hot Springs has been started by a sub-contractor, Hilton & Carr. The job in the North of Weber Canyon has a couple of pioneer cats and a few 641 Scrapers working. They are also pioneering the Round Valley job in Weber Canyon. Gibbons & Reed expect to start moving fill early this Summer.

Morrison-Knudsen Construction Company has about 35 brothers on their Interstate 80N at Echo Junction.

Schilling Construction Co. has been moving right along on their concrete on the East Canyon Dam.

Steenberg Construction Co. on the Lost Creek Dam expects to be working on the fill anytime now that they can keep compaction. R. A. Heintz on the Cossey Dam was unable to start the 80 D shovel the last part of April and now have 15 brothers working on the Dam.

VERNAL AREA

Tiago Construction Company kicked off on a new job in the Dinosaur National Monument last week with Jim Case as superintendent. Some of 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 highway 40 job east of Vernal through the "twists" toward Gusher. This makes two jobs in the Vernal area for this Company. The other is located on the state line near Artesia, Colorado in the Dinosaur National Monument; however, the elevation of the latter job has been too high to start this early in the season.

We are looking forward to a little more activity in the Uintah Basin this year than last. San Francisco Chemical Company has started to expand the concentrate storage facilities of the now existing plant which is being done by Ralph Taylor Construction Company from Ogden, Utah. This is not the large job that has been rumored. However, Stauffer Chemical plans to build a separate plant later which is estimated at 17 million.

Reed & Sumsion Company is still making the dirt fly south of Midvale on Interstate 15 with a good crew of engineers and have increased from eight to nine hours per day. Bill Keller has accepted duties as safety committeeman on the job.

At Parley's Canyon the 80 D has finished the rock and has been replaced by a belt loader

for finishing up. John Moody is safety committeeman on this job and Jay Hansen is the steward.

Clyde Company has started back to work on 39th South and Interstate 15 with Grant Haslem as superintendent under Harry Clyde.

PROVO AND SOUTH

W. W. Clyde's job at Hamilton Fort has started to move right along at a rapid pace with the weather clearing somewhat.

Stout Construction Company has not started back on their job at Kanarrville as yet, but the grade has been completed and they will start with the gravel and oil before long.

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

We are presently in negotiations with Utah Construction & Mining Company at their operations in Cedar City at the Iron Mines. The Company employs approximately ninety operating engineers on this project and Local No. 3 is constantly trying to improve the living standards of its members.

Valley Asphalt has finished moving and setting up the hot plant at the old Hurst Ready-Mix site.

W. W. Clyde has started two shifts at the Payson job. This company has over 100 engineers 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 dispatch you to your job. We find that contractors will call the office for a member by name and he is not registered for work. This involves unnecessary phone calls and expense to trace the member down.

SOUTHERN AREA

As soon as the weather settles down, the members in this area can expect a good work season. At present most jobs are on a "work when the weather permits" basis. Some of these projects are lagging behind and should provide a little premium time for

Kennecott Meetings

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

those brothers who are fortunate enough to be on them.

In response to the many inquiries concerning the Oil, Coal, Helium Phosphate and other mineral resources being developed in Southern and Eastern Utah, there has been much speculation of proposed industrial development in these various fields, but to date nothing is in the work stage. However, we believe they will become a reality in the near 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, there is a bright work picture for dirt stiffs, but we are lacking in the building industry.

Even though we have over a year to go on the present agreement, it should be the responsibility of every member to look ahead and provide the negotiating team with the information concerning his desires and needs, and more important, provide them with the tools to obtain new conditions and retain the best of the present ones. These tools are a good strong united membership believing in the right to a better way of life, and will stand up for the Agreement and defend it. Your Representatives are ready and willing to help you in efforts directed towards supporting these conditions, in defending labor's rights and organizing new jobs and industries to better protect our jurisdiction.

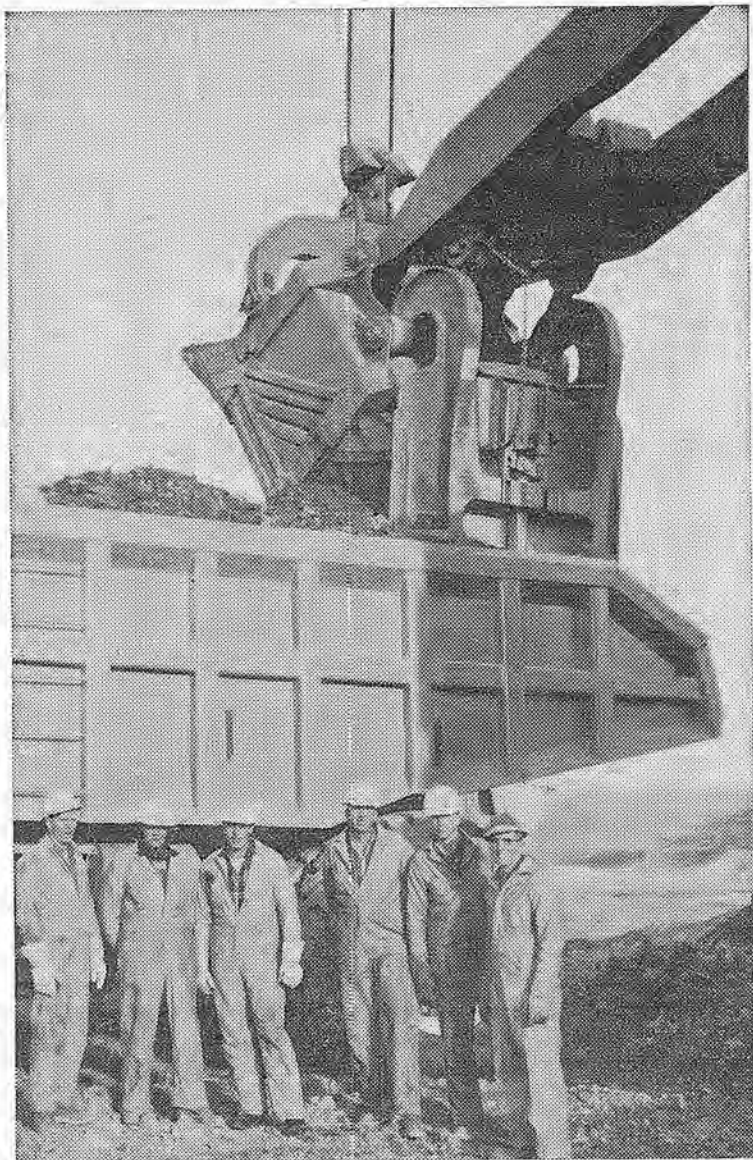
Every citizen has the constitutional right to enter a voice in the operation of their government, and it is especially important to every person in the labor field to contact their congressmen by mail or otherwise and let them know that their work is appreciated and also how you feel about important legislation coming before them.

The action, if negative, could very well affect the livelihood of every person in the labor group. Now is the time to be heard, not after the issue is dead and you have lost.

Obituaries

April, 1965

Name	City	Init. Date	Date of Death
Geo. W. Bauman,	Weed Heights, Nev.	9-10-55	3-21-65
Ben Blackman,	Concord, Calif.	2- 1-38	4-20-65
P. L. Brown,	Sacramento, Calif.	4- 7-51	4-19-65
Geo. DeSpain,	Grass Valley, Calif.	7-11-42	4-16-65
J. P. Farrell,	San Bruno, Calif.	6- 4-55	4- 1-65
Fred Faylor,	Guerneville, Calif.	9-15-63	4-26-65
Henry Graber,	San Francisco, Calif.	1- 7-56	
Jack Wm. Kepley,*			
San Geronimo,	Calif.	12-20-64	4- 2-65
Arthur Kruger,	Folsom, Calif.	6- 1-42	4- 5-65
Joaquin Martin,	Pleasanton, Calif.	1-26-38	3-11-65
Melvin Prather,	Lakeport, Calif.	12-20-64	2-18-65
Homer Rawlings,	Sonoma, Calif.	10- 7-50	4- 9-65
Kendall Richardson,			
San Francisco,	Calif.	5- 7-38	4-20-65
Timothy Sullivan,			
Redwood City,	Calif.	3- 7-42	4-11-65
Jim Temm,	Shasta, Calif.	1- 5-52	4- 6-65
Louis E. Watkins,	Ripon, Calif.	8- 2-41	4-14-65
C. W. Wickman,	Chico, Calif.	9- 6-58	4- 7-65



ELECTRIC SHOVEL . . . members of Local 3 at Utah Copper Division's Bingham canyon mine are shown here, from left: Howard Bingham, Margan Harrison, Tom Bills, Herman Kessler, Dave Gottbert and Jim Steadman.

Spring Around the Corner In San Mateo; Beware of 'Gypos'

By BILL RANEY and
MIKE KRAYNICK

SAN MATEO — Are the rains over? Let's hope so! At this writing it appears the long-awaited Spring has arrived. After only three days of excellent weather we can see the seam starting to break. Work orders are finally coming in, and with a little good luck our four to five months old, multi-page out of work list can be replaced by a newer one of only a couple of pages.

We request your assistance in urging this along, as it is also a period when the "phony gypo" comes out from under a rock. Also the non-union contractor from other areas hopes to find a few new "pidgeons" 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.

Hydraulic 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 \$533,000. 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 plans to bring in a sixteen-inch dredge, which has been revitalized for some months, even a new name was given to it. A \$600,000 dredge job is normally not very large, but with a sixteen inch dredge, it should keep many more Brothers busy for a long time.

Dutra and other clam dredges have been moving in and out of the area like motor boats. Most work has been repairing and building new levees.

SAN MATEO BRIDGE

The joint venture by Caputo and Bragato on the San Mateo Creek Bridge job hasn't started yet. As you know, it is a \$7 million structure that will no doubt be as beautiful as bridges go. This writer and others, however, still feel that an earthfill structure would be just as beautiful as it can be landscaped and could double in brass as a safeguard to the citizens of Hillsborough and San Mateo by retaining the Crystal Springs Lakes should a major earthquake break the old dam immediately back of this new structure.

Fisk, Firenze 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 paying can only be done at night. Brother Doug Gray will be the superintendent. You will remember he was also superintendent on the night regarding surfacing job done by Bragato last year.

JOB RUNDOWN

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 was awarded two jobs totaling \$60,000. Fisk, Firenze and McLean — three jobs totaling \$1,030,000. Oscar Holmes — two jobs totalling \$1,700,000. L. C. Smith — three jobs totaling over \$110,000. Douglas and Woodhouse — a \$50,000 job. Bragato another one-third of a million. Challenge has a nice job on Jefferson Avenue in Redwood City. McGuire and Hester have about sold their Foster City job but have many others.

Whipple Road Quarry, Redwood City's secret quarry has been harrassed by very small groups of citizens for many years in an attempt to have them cease operations. It can't be seen from the main road and its nearest neighbors wouldn't know it was there if it were not for busybodies a mile or so away 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 Road Department have to import rock at much greater cost from Newark during periods when the Whipple Road Quarry is not operating.

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 here will need a minimum 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.

The company employs from six to twelve engineers the year around. They have built dust controlling devices. They have practically sound-proofed the crusher.

The company has, with the assistance of Brother Larry Hall as superintendent, performed uncountable deeds of civic responsibility and seems to have made every effort to comply with the various regulatory agencies. The company hopes to complete certain sections in the next two years so that the land can be used as a subdivision there by making useless land into a landscaped home area. This, of course, would mean much more taxable land.

State Safety Engineer, Andy Brozik, examined the slope as well as your agents and agreed that the operations must stop, or be continued in an entirely different manner. It seems that the only feasibly safe way to remove the hazard would be to remove most of the top of the hill behind the slide and then take out the slide from the top down. If the company is allowed to do this, the men can go back to work, builders can again get a cheap source of rock, and identically the company can then complete their subdivision as originally planned, and eliminating an attractive hazard to children, create more work for building tradesmen, more business for home suppliers, and banks.

We were saddened by the passing of three old timers in your union, Tim Sullivan, John Farrell and Ken Richardson.

Brothers Doug Haines and George Southers bid adeu to San Mateo County last month and took jobs in Israel. Doug will be General Superintendent for Kaiser on an enormous project on the Dead Sea. We wish them well and hope they write.

Survey Notes

By
DAVE
REA



By the time that this paper hits the streets, the Surveyors of Local 3 will have held eight pre-negotiation meetings in Marysville, Merced, San Jose, 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 issues that were discussed which will be taken into consideration in developing a proposal.

Whenever there is an issue as serious as the issue that confronts the Surveying industry, then it must be discussed at membership meetings to bring out any drawbacks or advantage and then to bring to the attention of those who are not close to the problem, the seriousness of such problems. This way it will bring out ways and means in which through collective bargaining your Union can better service the membership.

The work picture hasn't changed very much from your last months rundown in the Engineers News. Heavy construction has increased in both San Francisco District 1, and Oakland District 2 and from every indication will continue to hold through the summer.

CREDIT UNION MEETINGS

MAY

DISTRICT 10

Fresno, May 5, Wed.
3121 East Olive St., 8 p.m.

DISTRICT 10

Santa Rosa, May 12, Wed.
Veterans Bldg., 1351 Bennett Ave., 8 p.m.

JUNE

DISTRICT 1

San Francisco, June 2, Wed.
474 Valencia St., 8 p.m.

DISTRICT 4

Eureka, June 15, Tues.
Engineers Bldg., 2806 Broadway, 8 p.m.

DISTRICT 7

Redding, June 16, Wed.
Engineers Bldg., 100 Lake Blvd., 8 p.m.

DISTRICT 6

Marysville, June 17, Thurs.,
1010 Eye St., 8 p.m.

A 20-Hour Work Week Envisioned

Automation will eventually bring about a 20-hour work week, creating a new mass-leisure class, in the view of Joseph Froomkin, an economist for International Business Machines.

Froomkin forecasts this could become a reality within a century, in much the same way that each major technological advance since the Industrial Revolution has brought with it an eventual reduction in working hours as the only logical way for society to adjust to innovation.

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

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with purchase of a set of tires . . .

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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

Have Manpower, Will Work

Good Weather Will Bring Millions In Jobs

By TOM ECK, ED DUBOS, LES CHAPMAN

REDDING — If "old man weather" settles down and gives us plenty of north winds and sunshine to dry us out after a long wet winter the Redding area will have an exceptionally 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 Brothers on our Out-of-Work list are dispatched, we will be calling the other areas for some classifications, which from present indications, will be H.D.R.M., Finish Blade men and Graders first, and later on Dozer hands and Pull Skinners and possibly other classifications. We have a large surplus of Compressors and Pump operators.

TUNNELS TO PENSTOCKS

While some portions of the McCloud-Pit \$115 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 extra clean up work before moving out in entirety.

Shea, Kaiser, Morrison, Macco will no doubt be there through the end of the year completing tunnel work. This holds true for Pit-McCloud Aggregate Producers, supplying material for lining tunnels.

On the powerhouses and penstocks are: Ets-Hokins, Weismer & Becker, Peter Kiewit Sons' Company, Owl Constructors, Walsh Construction Company

and the American Bridge Company. Getting ready to go are: Kiewit, on the earthfill McCloud Dam, and Granite Construction Company, on the Iron Canyon Dam, also an earthfill.

The Rothchild-Raffin-Weirick and Piombo Construction Company still have much work to do on the Pit 7 Afterbay Dam. \$2,500,000.00 to Morrison-Knudsen Company, Inc., for repairing the Spillway on Iron Gate Dam, which was almost a catastrophe during the December storms.

GIANT APPROPRIATIONS

There is \$37,059,455 of free-way construction underway and more to come. Again, while some are winding up and cleaning up, some are in their second season and others are just getting ready to go. All below mentioned are a portion of Interstate Hiway 5 (Hiway 99) from North to South as follows:

\$1,456,465.00 to Peter Kiewit Sons' Company, at Hilt, just getting underway with two shifts on the pull spreads.

\$1,422,826.00 to the John C. Gist Company Inc., at Dunsmuir for frontage roads and structures.

\$4,331,722.00 to the Fredrickson & Watson Construction Company at Mt. Shasta By-Pass. This project about wound up except for some cleanup and some paving.

\$4,404,170.35 to Ray Kizer Construction Company, Ray Kizer and A. A. Heintz Construction Company at O'Brien. This job

just getting underway with Allen and Sturgis doing the clearing.

\$956,452.00 to the C. K. Moseman Construction Company for widening the Pit River Bridge. This job got underway last fall, but is a slow one due to traffic etc.

\$7,262,962.45 to the Gordon H. Ball Enterprises. This project for Redding By-Pass should be wound up in a few months with the Ben C. Gerwick Company driving the last of the piling and Marion Allen finishing up behind the Curtis Jones Company. This job was just the sub-grade and Structures. Ferry Brothers (Sub-Contractors) on frontage and access roads.

MORE NEW CONTRACTS

Following contract just awarded for base and paving.

\$2,990,329.50 to Graf-Vickrey-Dubach for base and paving the Redding By-Pass to be completed in the fall of 1966.

\$3,859,377.80 to the Norman I. Fadel Company for the Anderson By-Pass. This project is in the second season and should be completed in 1966.

\$3,295,833.50 to Fredrickson & Watson Construction Company. Lew Jones Construction Company and the Macco Corporation for the portion to tie in the Red Bluff By-Pass and Corning.

\$7,135,780.00 to Fredrickson & Watson Construction Company and Lord and Bishop, Inc., for the Red Bluff By-Pass section. Both the latter two mentioned jobs are in their second season and should be completed this Fall.

More Freeway Bids to be open this year in this area:

Numerous other road jobs around the country, such as W. Jaxson Baker and S. L. Wixson—East of Douglas City, Gordon H. Ball Enterprises—bridge and approaches at Churn Creek, P. W. Purge, Manley, Weichman Engineers and others on Forest Service roads, Ferry Brothers on Bechelli Lane, Redding.

\$1,500,000.00 to C. R. Fedrick for airport improvement at Montague, Siskiyou County Airport by the U.S. Navy. Bill Gattung has moved in and has subbed most of the excavating and paving.

The O. Hall Company has a \$300,000 contract on this same airport.

Many other road, bridge, paving and other type projects underway or will be shortly, weather permitting

ADDITIONAL WORK

A total of \$13,133,387.00 in water transmission, distribution lines and pumping stations was awarded by U.S. Bureau of Reclamation broken down as follows: \$3,510,381.00 to Valley Engineers Inc., for Cow Creek Unit.

\$864,343.00 to Purtzer and Dutton of Reno, Nevada, for Wintu Pumping Station.

\$2,660,476.00 to Baker-Anderson Corporation for 1st section Clear Creek Unit.

\$4,219,359.00 to Valley Engineers Incorporation for Red Bluff-Corning Unit.

\$1,878,833.00 to Baker-Anderson for 2nd section Clear Creek Unit. Sundwall Company doing the drilling and shooting on this job.

\$850,000.00 to Granite Con-

struction on the Buckeye Water Project.

The Bureau will let some power transmission lines later this year.

So all in all it looks like one big season starting and staring us in the face if we can just get the weather to cooperate.

For the past month things have been slow due to the heavy rains and snow.

During the rainy weather we have kept real busy organizing logging contractors in Siskiyou and Trinity counties.

These contractors have the bulk of the work being let out by the Army Engineers on the flood damage of last December. The work consists of removing debris and clearing creek and river channels, building and repairing bridges, also miles and miles of road rebuilding.

With the past five days of sunshine Peter Kiewit Sons' put on another shift at its Hiway 99 job at the Oregon border. This should be a good dirt job and keep about 45 Brothers busy most of the summer.

Morrison-Knudsen started the job at the Iron Gate Dam located about 8 miles east of Hornbrook.

Ray Kizer has a new job on Hiway 99 just north of O'Brien. This is a \$4 million plus job. There is not too much going on as yet; just clearing, which is being done by Allen and Sturgis. There is also several state surveying crews on the job.

About all that is left at Pit No. 6 (Morrison-Knudsen) and Pit No. 7 (Rothchild, Raffin, Weirick and Piombo) is clearing the channel below the respective dams. These two power houses are to be in operation by July this year.

The beginning of March—one of our Brothers (Wayne Nelson) had a near fatal auto accident leaving him paralyzed from the waist down. Prior to his injury, Wayne was an Oiler on the Batch Plant for Morrison-Knudsen at Pit No. 7 for better than 18 months. At the present time Wayne is at the Redding Convalescent Hospital at 2750 Eureka Way, Redding.

A card or letter, or better still—a visit—knowing that there are others who care and are thinking of him would be greatly appreciated. We wish Wayne a speedy recovery.

A speedy recovery is wished to the following Brothers:

Walton Barnes, Orin Brodgen, Ray Brown, Max Buhrle, Harold Horner, Fred Brock, Sterling Newsome, M. L. Raegan, Earl Vanderhoff, M. L. Nelson, Sid McBroome, Louis Schjoth.

Shasta County had its first case of Spinal Meningitis. The three year old son of Brother Floyd Kenyon is home and doing fine due to the foresight of the parents. In this illness the sign to watch for his fever, stiff neck and limbs. Don't try home remedies—call your Doctor at once!

We have Vacation checks from Ferry Brothers in the Redding Office for the following Brothers:

L. C. Agnew, B. A. Baxter W. P. Burton, C. T. Burg, P. E. Creuse Jr., R. G. Dabler, J. Fol-lowell, E. Gannon, K. Donovan, C. Hamilton, B. Henson, R. E. Holcombe, A. Holmes, I. C. Kelley, J. Landgraff, R. Montgomery, J. Mumford, G. P. Nelson, H. E. Pearson, E. Pettis, R. E. Pratt, H. Rollison, P. E. Saunders, W. N. Stanley, C. G. Tappin, D. M. Vaughn, B. A. Waters, F. C. Watson, Russell Medearis.

Spring Fever

Santa Rosa Brothers 'Itching to Roll'

By RUSS SWANSON and LOU BARNES

SANTA ROSA — At this writing we have had three days of clear and sunny weather. Naturally Spring is catching the fancy of our members and we are having many inquiries regarding "when we are going to get under way." The already let and the future jobs (which you will find listed below) should keep all of our people in the area busy for the coming season.

Many members attended the Local 3 refraining program at Camp Roberts this year, and all reports are extremely favorable. They all feel that they had accomplished and learned new techniques of value, and spoke quite complimentary regarding the instructors.

The work outlook is somewhat brighter throughout the area. The 1965-66 new construction budget allocations run something over \$94,000,000, for the 46 northern counties, and this does not include the \$50,000,000 that the State hopes to get out of the new gasoline tax increase.

New jobs contemplated in Napa county at Rt. 29 from Napa Creek to 0.1 mile south of Trancas Rd., a total of 1.3 miles mak-

ing the St. Helena highway bypassing Napa a full 4 lane freeway. They have \$1,260,000 allocated for this project. Another small job is in the hopper also, for 0.9 of a mile on Rt. 128. There is approximately \$50,000, allocated for this project.

The Lake County job mentioned here in a previous issue, will be awarded the 12th of May. This will consist of 6.2 miles of two-lane expressway. There will be enough right-of-way for a freeway sometime in the future.

The entire project is on virgin right-of-way, and the country is flat. The only sad part is that there is a pear orchard of several acres to take out, but this is progress.

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

We have been asked about the Warm Springs Dam job. As we have stated before; Congress has appropriated money to draft plans, and set the program ahead about one year.

Crook's Construction Co. was awarded a contract of \$812,000 to realign a portion of highway No. 1 at Manchester.

Huntington Brothers, of Napa,

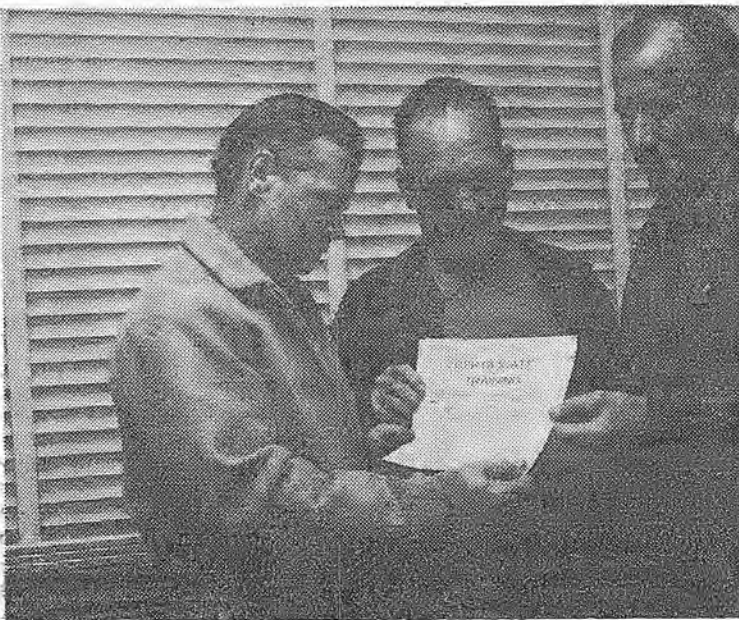
was awarded a \$315,000 contract to place under drains, grading and paving Highway No. 1 at Fort Ross.

There is approximately \$170,000 in the new budget for the Hopland overhead 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 certainly has been unkind to us!

MEETINGS

Keep in mind May 12, a Wednesday night, at the Veteran's Memorial Building for the Credit Union meeting. The Regular District Meeting will be held at the same location on June 3. Hope to see a great many of you at both meetings.



AWARD . . . John Pearson, center, displays certificate from OJT Camp Roberts. John Brodnansky, Apprentice instructor and Howard Seacord, OJT 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. B. Gilbert is in 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 formed a company with his two sons. Brother Landes has been on the convalescent list for some time, recuperating from an Industrial Accident. For the time being, he will more or less supervise the activities of the new Company. We wish Landes & Sons Co. the very best, and just know that with someone like Brother "Lou" around, they just can't help but be a success.

Brother Fred Wright Sr., who has been ill for some time, is now at home. Fred would appreciate hearing from some of you brothers, either by a visit or even a telephone call. When one of the "Old Timers" is away from his beloved "Dirt" for any length of time, nothing is quite as interesting as to talk with someone in the same game and find out what's doing. Drop by and see Fred and fill him in on what's going on!

Brother Loren Pettigrew has been hospitalized for eye surgery. Trust all is well and that he will soon return to work.

Brother Bill Spears and Brother Charlie Keagan have been hospitalized due to accidents. Brother Spears fell off a horse, and Brother Keagan fell off his motorcycle. To both of these brothers a word of advice: Four Wheels Are Safer!

Retired member Brother and Mrs. Don Malhoit left the U. S. by car on April 12, for a three months extended tour of Canada. We will be waiting to hear from them on their return.

BLOOD DONORS: Dave Bardine, James Atkinson. Our thanks to these brothers.

OAKLAND

We want to wish a speedy recovery to Brother Cliff Gray who has been in the Laurel Hospital in Castro Valley recovering from a near fatal auto accident.

Brother Louis Farnham is doing well after injuring a kidney and having it removed by doctors in Martinez. He was injured on the job at the Shell Refinery. If all goes well he should be back on the job very shortly. Brother Farnham is a strong advocate of on-the-job safety and can speak from first hand experience.

STOCKTON

Brother Stewart Orchard, Jr. is the new dispatcher in the Modesto office.

Brother Charles Foote has been hospitalized for some time with multiple injuries caused by a D9 rolling over and pinning him underneath on Western Contracting Corp.'s job.

Also under doctor's care or hospitalized this past month were Brothers W. A. Cornelius, E. B. "Doc" Muns, B. M. "Whitey" Yeager, Glen Ojans, William Hinchman and George Njirich.

SAN RAFAEL

Seen on the front lawn of the home of Brothers Leo Lowery in Mill Valley, a sign reading—"IT'S A FORKED HORN—I'M A GRANDMA"—they became grandparents for the first time, an eight-pound boy. Congratulations!

Best wishes for a fast and speedy recovery to Brother Fred Droge hospitalized at Marin General with a broken leg, skiing accident. To: Brother Ray Rodriguez who underwent surgery on March 1st—but is back to work. To: Brother Arnold Silva at San Rafael General, appendectomy operation—also wish to congratulate him on his recent marriage.

Best wishes to Brother Sandy Slack on his recent marriage.

Our thanks to Brother Duane Hope for his blood donation on March 31st.

Condolences to the family of Brother Jesse Manka on the recent loss of their son in an automobile accident.

SANTA ROSA

Quite a month for the baby division. The following members recently became proud parents: The Fred Danners with an 8 pound girl; Mr. & Mrs. Ray Kelsay, little girl weighing in at 7 pounds 5-oz., and Ray and Mrs. Strawn, whose little Miss weighed 7 pounds 8-oz. We also have a future Engineer at Robert I. Smith's home. Congratulations to all. Also to the Bob Tusi's with their little lady addition.

SWAP SHOP: FREE WANT ADS FOR OPERATING ENGINEERS

FOR SALE

1936 FORD, 4 dr. sedan, 35,786 original miles, five new w.w. tires. Will take \$750. Don Thoms, 5 Sunnyhill Dr., Petaluma, Calif. Phone 762-9238. Reg. No. 1154357.

1955 CADILLAC, El Dorado convert., full power, new top, tires, perfect throughout, \$795. Don Thoms, 5 Sunnyhill Dr., Petaluma, Calif. Phone 762-9238. Reg. No. 1154357.

SLEEPER CAB, fiberglass, sleeps 2 or seat for 4 kids, fits fleetside pickup. Lyle Booth, 5980 W. Olive, Winton, Calif. Phone 358-5466. Reg. No. 990985.

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

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

5 ACRES, two houses, Feather River area, 4 miles from town, all conveniences, roads. Equity \$5000, terms on balance. G. A. Root, 1502 10 St., Oroville, Calif., phone 538-3102. Reg. No. 312364.

AIR CONDITIONED HOME, 3 bdrm. in Orland, Glenn County, Calif. Near shopping, schools. FHA appraised \$14,500. Ted Mason, 13527 Garrison Ave. Castro Valley, Calif. Phone 582-4595. Reg. No. 452050.

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

INTERNATIONAL, 2½ ton truck, excellent, 1946, will trade. Manuel Padilla, 3888 Sycamore St., Newark, Calif., phone SY 7-0136. Reg. No. 935648.

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

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

AIR CONDITIONER, two ton Fredrick 220 like new, cheap. See at 1404 Gregory Way, Roseville. Also, Stromberg TV cabinet, new tv tube, perfect. Roy Colibert, Star Rt., Box 92, Grass Valley, Calif., phone 273-6872. Reg. No. 1073987.

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

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

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

JEEP PICKUP, '56, 4-wheel drive, 6 cyl. needs front end work, \$700. Dick Perdock, PO Box 279, Clearlake Oaks, Calif. Phone 3309. Reg. No. 935661.

DRAGLINE, P&H ¼ yard with tagline, good condition, drums and deck rebushed. Also, Wagoner rubber tire loader and 2 drum skid mount winch. Calvin Anderson, 1077 W. Morton, Porterville, Calif. Reg. No. 405367.

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

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

BACKHOE, Warner Swaze on 1½ ton Chev. truck, heavy duty, good shape. \$1850. Trade or finance. Bud Wells, 124 Hermosa Ave., Oakland, OL 4-4591. Reg. No. 537433.

LOT, Del Paso Heights, 162 by 300 ft., \$3000. Dick Cooper, 1451 Merced Ave., Oroville, Calif. Reg. No. 95965.

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

3 BDR. HOME, all elect. 2½ baths, full basement, landscaped one-third acre wooded, near lake, low down, sale or trade, terms. Roscoe Pounds, Box 204, Pollock Pines, phone 644-1749. Reg. No. 367255.

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

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

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

EQUITY, East Oakland house, \$13,000 with balance to owner of \$8250. Sell equity for \$3000. John Wadsworth, 21945 Dolores St., Castro Valley, Calif., phone 582-8766. Reg. No. 863943.

IDAHO hunting, steelhead fishing grounds, cabins, barn, corral, camps, packstock, territory rights. \$27,500. Ralph Dawson, 1361 Mariposa, Richmond, Calif., phone 234-0337. Reg. No. 915569.

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

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

COMPRESSOR, 3 phase, 220-449v, 5 hp, Model TV451 Cochran, like new. \$450. Bill Cullen, 3218 Fitzpatrick Dr., Concord, phone 689-3141. Reg. No. 892450.

ENGINE LATHE, 24" by 108" with 24" four and three jaw chucks, quick change wet head, 7½ hp, excellent, \$6000 or trade for Calif. property. Will deliver. Dargel Altermatt, PO Box 34, Kentfield, Calif., phone 461-5219. Reg. No. 1047032.

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

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

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

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

HOUSETRAILER, 33 Ft. Spartan, \$1400. Good shape. '53 Willys 4 dr. runs good, \$130. L. E. Everett, 7060 Redwood Hwy, Novato, Calif., phone 892-3701. Reg. No. 760627.

CUMMINGS Model A, 6 cyl. 84-hp, rebuilt at Cummings including shaft, pistons, sleeves, generator, fuel pump, \$300. Lloyd Bulger, 5008 Feather River Blvd., Marysville, Calif. Reg. No. 758343.

MOBILE, 1957 "Melody Home", 40x8 ft., 2 bdrm. new drapes, \$1950. Joseph Hall, 25888 Gading Road, Apt. 9, Hayward, Calif. Phone: 783-2430. Reg. No. 1087645.

23 ACRES on Winter Hwy., steel fence, road, three sides, 256-foot well, plenty water and new pump house, \$30,000. Ray Woody, 1031 East Monte Vista, Vacaville, Calif. Phone OS 8-5454. Reg. No. 347177.

HUNTING, FISHING paradise, 8 acres, 3 bdrm. home, wall to wall carpet, fireplace, House well, irrigation well, 4 miles from town and Anaconda Mine, \$18,750. Terms. W. A. Sprouse, H-3 Mason, Yerington, Nev. Phone 463-2592. Reg. No. 1181872.

4-BDRM. home, with view, 1½ baths, full basement, encl. patio, carpet, drapes, rumpus and laundry rooms, fenced, \$19,950. \$2000 down. Tony S. Levy, 5956 Monterey Ave., Richmond, Calif. Phone: 237-1494. Reg. No. 600835.

'58 FORD Anglia, 2dr. eng. overhauled, \$300. Ray Hamilton, 247 Bailey Rd., Pittsburg, Calif. Phone: 468-4605. Reg. No. 439868.

WELL DRILLING rig, big 6x6 truck; 1000 feet drilled line and pickup truck, \$500. Charles W. Criswell, 240 North A. St., Tulare, Calif. Phone: 686-5520. Reg. No. 918845.

BOOM TRUCK, '51 Chev. 2-ton, 2 spd, axle, \$550. Robert A. Crow, 6421 Lupine Crt., Newark, Calif. Phone: 793-3239. Reg. No. 811868.

TOURNAPULLS, two Super "C"s, 165 hp Cummins, exc. rubber, 12-15 yd. scrapers, \$3000 for one, both for \$5000. Walter Lewis, 655 S. 34 Sp. 32, San Jose, Calif. Phone 28-4642. Reg. No. 1187401.

MOBIL, 1963 Nashua home, 10x50, 2 bdr., exc. cond. net payoff, \$2734.51, equity \$200. Clinton Gould, 1529 Tanner Rd., Los Banos, Calif. Phone: 826-3573. Reg. No. 951250.

BACKHOE, John Deere Model 51. Attachment can be offset, 100 hours since new. L. G. Sparks, Big Sur, Calif. Phone Big Sur 5311. Reg. No. 640903.

PINK T-BIRD, '61, only 26,000 orig. miles, fully equipped. \$1800. Richard Gray, 2953 Flannery Rd., San Pablo, Calif. Phone 758-4552. Reg. No. 1001693.

TRACTORS, a TD 15, with dozer, like new. Take over payments. D-A loader, engine overhauled. Fred Biolsi, 11191 Farndon Ave., Los Altos, Calif. Phone: 967-2157. Reg. No. 714897.

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

WANTED TO BUY

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

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

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

RULES FOR SUBMITTING ADS

- Any Operating Engineer may advertise in these columns without charge any PERSONAL PROPERTY he wishes to sell, swap or purchase. Ads will not be accepted for rentals, personal services or side-lines.
- PRINT OR TYPE the wording you want in your advertising on a separate sheet of paper, limiting yourself to 30 words, or less, including your NAME, complete ADDRESS and REGISTER NUMBER.
- Allow for a time lapse of several weeks between the posting of letters and receipt of your ad by our readers.
- Please notify Engineers Swap Shop as soon as the property you have advertised is sold.
- Because the purpose should be served within the period, ads henceforth will be dropped from the newspaper after three months.
- Address all ads to: Engineers Swap Shop, AL CLEM, Editor, 474 Valencia Street, San Francisco 3, California. Be sure to include your register number. No ad will be published without this information.

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