Utah Scores Major Health, Welfare Gains

Greater Security

Broader Benefits Include Change in Hours, Eligibility

SALT LAKE CITY — Greater security and broader insurance benefits for Utah Operating Engineers and their families were announced by Al Clem, Business Manager, at a meeting held here recently between Union and employees, trustees and insurance carriers.

A study of the new measures shows that a greater number of Brothers will become eligible each month for the Health and Welfare plan, and for a longer period of time. Here are the major changes drawn up through the pooled efforts of Union and Employers Board of Trustees:

1. Effective June 1, new participants will be eligible in the trust after completion of 200 hours of employment in a three-month period. Participants and former participants will be charged 100 hours each from their "bank of hours" reserve. (Formerly, 115 hours were charged.)

2. Members are now allowed to accumulate up to 1200 hours in their reserve bank which will provide insurance during periods of unemployment (previously, a maximum of 900 hours was allowed.)

3. Members whose insurance has lapsed may now be reinstated within 12 months from the last month of eligibility by accumulating 200 hours in their reserve bank. (Formerly, the maximum period for reinstatement was six months.)

4. For an additional premium of $1.17 per month dependent-life insurance will now be provided to Local 3 members on the following basis:

   - Spouse: $1,000.00
   - Children: 14 days to 6 months, 100.00; 6 months to 2 years, 200.00; 2 years to 3 years, 400.00; 3 years to 18 years, 500.00.

Under the revised rules, more Utah Engineers will be eligible for benefits, and benefits will continue for a longer period of time during months of unemployment. Moreover, it will be easier for Engineers to re-establish eligibility under the new rules.

The administrator was instructed to prepare a new benefit booklet outlining the revisions in the benefit schedule and the eligibility rules.

Local 3 Membership Meeting Open to All

Only twice a year the 30,000 members of Local 3 have an opportunity to attend a general membership meeting for their views and to listen to the problems of the Union.

There is such a meeting scheduled for July 16, a Saturday.

Business Manager Al Clem, President Paul Edgcombe, Recording Secretary W. V. Min- ham, Financial Secretary A. J. Buck Hope, Vice President Dale Marr and Treasurer Don Kirch- seer will be on the program.

The meeting will start at 1 p.m. in the labor Temple at 16th and Capp streets.

All members of Local 3 are invited to attend this meeting.

An hour after the meeting the 3400 members of the Credit Union will meet for its annual meeting.

Pension Rolls Accelerate To 708 Retirees

Since the inception of the Operating Engineers Local 3 Pension plan in 1950, over $283,000 has been paid to retirees through December, 1965, more than one half was paid out during 1965.

According to the latest report, there are 708 retired Engineers on the pension rolls, with 44 recently added, according to Business Manager Al Clem.

Clem is chairman of the Pension Trust Board of Trustees. Serving with him on the board are Paul Edgcombe, A. J. Hope, Harold Huston, Don Kirchseer, Dale Marr and T. Z. Stapleton, from the Union.

Here is the list of men who have recently been added:

- Albert Goss (Yuba Consolidated),
- William C. Goddard, Lee Haltt, Paul Thog (Utah),
- Orville Paul, George V. Sh, Joseph Sitwe, James T. Waller, German Carpenetier.
- Ira A. Cox, Mike Day, George Hardwick, James John, Earl B. Moss, Einer J. Nielsen (Utah),
- Ovville Paul, George D. Smith, Roy Webster, Eimer J. Williams, L. D. Wright and Burford Wynn.
- Disability Pensions: Lewis Austin (Yuba Consolidated), Leo K. Burke, Lawrence Bihan, Hume A. E. B. Duran, Leonard Williams, William Silver (Utah), and Lloyd C. Smith.

College Scholarships Awarded: Winners Top Field of 127 Entries

Cheryl Lynn Lacka, 17, daughter of Brother Paul Lacka- kis, Rio Linda, Calif., and Robert John Vicks, 17, son of Broth er Robert William Vicks, Fallon, Nev., have been named winners of the Operating Engineers Local 3 College Scholarships for the coming academic year 1965-66.

Cheryl Lynn, who will enter the University of California at Los Angeles in the fall, was recently selected "Town of the Week" by the Sacramento Union from a host of entries, bringing to four the total number of awards for all-around excellence Cheryl has won this year. She will major in physics at U.C.L.A. and plans ultimately to be a physician or physics teacher.

Robert has applied for admission to Stanford University and the University of Nevada. His ambitions include a major in chemistry and post-graduate work in radiocchemistry. He was president of both his junior and senior classes at Churchill County High School in Fallon, and lists among his many interests, book- and baseball photography.

He was selected to membership in the National Honor So ciety, and participated in the National Science Foundation's Summer School at Clarkson Col lege of Technology last summer in Potsdam, New York.

Both Robert and Cheryl are straight "A" students and were selected by a panel of impartial judges from the University of California Undergraduate Schol arship Committee.

There were 127 entries, how ever, 80 were adjudged in the final competition. Nearly two thirds were in the top scholastic bracket.

NEW MEMBERS—Business Manager Al Clem is shown here answering questions at me eting of Tenaco Tractor Co. employees. Others, left to right: Business Representative Jerry Aligood, Trustee T. Z. Stapleton and District Representative Harold Huston, seated at right. There are about 120 Tenaco employees.
As previously reported, we are still extremely busy in various negotiations. The contracts with Utah Mining Co., Cedar City, Utah, and the Tenco Tractor Company of Marysville were consummated and ratified by the members during May.

We know many of you are wondering how we are progressing with negotiations with AGC, BUEA, Home Builders and various employer groups. We have had a series of negotiating meetings and we are still hopeful, in our thinking, we can secure a contract to submit to you for ratification prior to the end of the month.

Those of you who have read the construction agreement know it is long and most complex, and in order that your interests are presented to the Contractor Group, it is necessary in these negotiations to be extremely cautious in all our actions.

We are now in the process of preparing contracts to submit to the employers for approval. To begin with Local 3 employed by the Permanent Cement Company, San Matto and the dredging contractors this month.

We are holding a pre-negotiation meeting with employees of the dredge industry, and then will meet with Local 12 and the employers.

We reached a tentative agreement with a group of members of Local 3 employed by the Permanente Cement Company of Marysville.

There has been a steady increase of bigger jobs and hundreds of smaller "thread and batter" projects which have virtually eliminated the "out-of-work" list. This steady growth indicates the "Ski-Gyp-summer" which should carry over into the new year.

CREEK BRIDGE

Great Cayuga Company's 97 million concrete jet lifter for the Crystal Springs dam is under way. Superintendent, Jim Blakes, will have his hands full with fourteen different sub-contractors on the site at various times.

Joe Carduna of Glorieta Corporation is well stocked with about a dozen engineers clearing the right of way preparatory to heavy grading. This job also includes clearing and cutting out foundations for the large concrete pipe. Great care is being taken to not remove any trees unnecessarily.

When the heavy dirt is out of the way, Kaiser will start erecting the high line. Ekatig Company is manufacturing one of the largest high lines even with a three inch man cable. Gwicik will move in to do the piling with P & C Driftline Company assisting.

Johnstone is scheduled to furnish and lay in the reinforcing steel. The general, Carduna, will furnish most of the crane hoisting with a new 52.5 foot boom. A large many Horsepower crawler, size not known yet.

The truck haul has been let to the Tony Sanchez hauling firm.

Our experience in trying to cooperate with the employers for 1964.

During the next few days many of you will be contacted by your Business Representative urging you to write to your Congressman and Senator to voice your support for the new contract pending legislation in the Congress on Senate Bill No. S1565 and House of Representatives Bill No. HR77 for Repeal of Section 10 of the Landfill Statute and Senate Bill S1565 and House of Representatives Bill No. HR635 covering Sitter Site Project. Request your relatives and friends to also write to their Congressmen and Senators.

The repeal of the two bills is of utmost importance to all of us who have a stake in the future of the islands.

HELP REPEAL T-H 141(b)

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First Labor Agreement Signed in Guam

GUAM—The first labor agreement in this island city's history was signed recently between the Operating Engineers Local 3 and Alberto Llaneras' Shoreline.

Llaneras said: "Labor and management can walk hand-in-hand for a better Guam. My five employees voluntarily became members of the Operating Engineers and I stand ready always to cooperate with my employees."

Operating Engineers started its Guam operation in January and is staffed by representatives Clarence Friend, George Carter, and John Yamashita under supervision of Hareld Lewis, who was hand-chosen by those same men.

Lewis said: "The signing of the first labor agreement in Guam is a step toward progress in Guam's history. The Operating Engineers are in Guam to organize those workers with whom we are associated. We anticipate that unionization will accelerate in Guam and this first agreement proves that Guam labor has taken the first step to the American way of life."

WHEELHOUSE CHAT—Business Representative Bill Raney, of San Mateo, is shown here discussing union safety problems arising aboard the dredge "The Rogue" in Seal Slough.

By BILL RANEY and AL CARVIN

San Mateo Workload Steady

By AL CARVIN

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Labor-Muzzling Repeal of Taft-Hartley Needs Help

Nearly two decades have passed since the "labor-muzzling" Taft-Hartley Act became law; thus, the longest piece of labor legislation in history is still pinching where it hurts most.

It was in 1947, 18 years ago, that Congress enacted this law, containing a 44 word clause which subsequently proved so menacing to free labor unions across the nation.

SECTION 14(b)
The law, with its devastating Section 14(b), violated labor's right of collective bargaining by creating havoc in the doors to passage of misleading, immoral "right to work" laws in many states by anti-labor interests. It triggered a 40 hitter and costly labor disputes throughout the country.

This year Congress has an opportunity to repeal this treacherous clause and restore to labor its basic right of collective bargaining.

But Congress is not going to repeal Section 14(b) out of hand. It is plenty of being applied right now to block such repeal. The National Right-To-Work Committee, the John Birch Society and a host of other reactionary, special interest groups have launched an all-out drive to keep the clause on the books.

LETTERS NEEDED NOW
To counter the tactics of such groups, the most effective weapon is private citizen's letters to Congressmen and Senators, urging support on this vital issue. Without such letters, and plenty of them, labor's cause is seriously weakened.

Never has the old adage been more true: the squeaky wheel gets the grease! Here are several rules of thumb to follow when writing Congressmen and Senators.

(1) Be sure of names and addresses. When in doubt, contact your district office or business representatives. They'll be happy to provide this information.

(2) Do not follow a set format; one's own words and expressions are far more compelling.

(3) Establish as quickly as possible the fact that you are writing in support of the repeal of 14(b), and against 7th Right to work laws.

(4) Letters should be short, reasonable, and polite. Even a postcard will suffice.

(5) Each letter must be signed, and a return address given.

LIVING STANDARD LOW
Of the 19 states which still retain "right to work" laws, nearly all are at the bottom of the list in living standards. None matches the $1.25 federal minimum wage. Only two have $1.00 per hour minimums, and 15 out of 19 fall short of the international standards for child labor.

The repeal of Section 14(b) is a matter which transcends the specific interests of the labor movement. While the denial of union security agreements to workers and employers has weakened unions and has hampered the operation of free collective bargaining, the far-reaching consequences include:

the purposeless waste of money and manpower, the baseless antagonisms which are the inevitable by-product of "right to work"; and the overall negative effects on such laws on the American way of life.

Although President Johnson has called on Congress to eliminate Section 14(b), we cannot count on the President's support to carry the day in Congress. He is too busy in other parts of the country to fight for it. Nobody is giving any odds in favor of repeal. Nobody will fight for it if you don't!

More--Manager's Memo

Continued From Page 2--

handled in this manner, the costs are reduced by approximately 15 percent.

RECORD DISPATCHES

Dispatch halls throughout the jurisdiction have reported a two-year record of dispatches during the month of May. Total ridership increased for various reasons. During the month, there were 11 regular agreements and 82 short form agreements signed for a total of 93. All in all, this has been a most active month!

How To Buy

Super Markets Get Costlier

BY SIDNEY MARGOLIS

What this dispatch has been warning about for some time—that rising supermarket profit margins are pushing up food prices—has now been demonstrated by the Federal Trade Commission in testimony before the National Commission on Food Marketing.

Knowledges of these revelations can help you defend your family against exorbitant payments for food, especially in the current period of rising prices.

These facts contradict the U. S. Department of Agriculture's persistent campaign claiming "food is a bargain," because, among other reasons asserted by Agriculture Secretary Freeman, "food marketing, from the farm to the city supermarket, has grown in efficiency.

The comprehensive testimony by Willard Mueller, Director, FTC Bureau of Economics, shows that, in fact, supermarkets are now taking an increasing percentage of the consumer's food dollars, while the consumer is having to pay more, and farmers are getting a smaller percentage.

Here are the facts affecting your pocketbook:

Back in 1947-52, supermarkets had reached their best efficiency and were taking, in the case of three large food chains, only 15 cents of the dollar you pay for food. Therefore, the "margin" taken by these chains began a steady rise, reaching 20.6 cents in 1963. This is an increase of 15 percent, and a leading factor in today's higher prices.

Another survey, based on figures from both large and small chains, shows an increase from 18.1 percent in 1960 to 22.5 percent in 1962.

The curious aspect, directly affecting you, is that supermarkets have been riding along at a time when inflation, wage, labor, and other causes have been pushing up food prices.

The early supermarkets back in the Depression were often competing on price. Price competition was almost non-existent by the 1950s. Price increases went up less than 1 percentage point. Thus supermarkets' expenditures for advertising and trading stamps increased 10.4 percent. Price competition was almost non-existent by the 1950s.

One of the main reasons for the increase in supermarket margins, Mueller reports, is an increase in the store's cost of advertising, using stamps and giveaways, from about eight-tenths of 1 percent of sales in 1956, to 2.2 percent in 1960. In contrast, wage costs, often blamed for rising prices, went up less than 1 percentage point. Thus supermarkets' expenses for advertising and trading stamps increased 10.7 percent, while payroll expenditures increased 9 percent, with some of this increase attributable to extra services.

Another factor is the increasing gross profit of the large chains since 1950.

Actually, many of the so-called "new" items brought out by grocery manufacturers really offer no genuine benefit and are not new really. Many are nothing more than tricks designed to entice you to buy.

What these facts mean to you when buying food is that:

—Supermarkets emphasizing giveaways such as double stamps and cash prizes for games and other giveaways, tend to have higher operating costs which have to be reflected in their prices.

—Supermarkets with expensive fixtures and fancy buildings, and giving special services such as "kiddie Koracles," also tend to have higher operating costs.

—Supermarkets tend to conceal their rising margins by offering "specials." But not all specials have the same value to you. Some are on expensive high-margin items. A sale of an expensive cut of meat does not have the same value, to you as the sale of hamburger or chuck, to take just one example.

—Supermarkets to compare prices in some of the less well-known supermarkets in the area as well as the dominant one. The chain trying to get a foothold in your area may be competing more energetically on price. The only way to know is to shop and compare.

WE WANT YOU

TO REPEAL 14(b) Taft-Hartley Law

In contrast to the liberalized repeal of Section 14(b) of the Taft-Hartley Law, which merely takes away the powers which employers can use to prevent the return of the anti-union tactics, the repeal of Section 14(b) does not touch the process of compulsory unionization in the many states which still retain the right-to-work clauses. This process of compulsory unionization is a basic anti-union weapon which those states which retain the clauses use to keep unions from organizing in their communities.

Those of us who work for the repeal of Section 14(b) of the Taft-Hartley Law agree with the idea that any process which prevents the operation of the right to organize and bargain collectively is wrong and unconstitutional. But we feel that the process of compulsory unionization, as administered under Section 14(b), is an important weapon which those states which retain the clause use to prevent the return of the anti-union tactics. This weapon is as real as any other, and as in need of repeal as any other.
$8.6 Million Facelift

New Crane at Castcon; Est Track is GO

By ED HARRON

OAKLAND—Franklin Canyon Project, which will provide a link to the State of California, Division of Highways by contractors Gordon Buhl, Day & Harris and Talbot D. Bailey on a joint venture.

The contract is for $4,042,000 to construct 5,2 miles of asphalt concrete pavement highway

way near Martinez. The project is a new alignment of State Highway 4, beginning one-half mile west of Consmans Skyway and extending four miles.

The contract working day limit is 406 days and completion is estimated at the Fall of 1967. The contractor proposes to move 10,000 cubic yards of dirt per day, with a maximum of 150,000 cubic yards per week. Double shifts will be worked on the project, with a maximum of eight million cubic yards.

A special Ting is awarded to one of the major items involved: approximately 3,500 miles of drainage pipe; 12,000 cubic yards of structural concrete including five bridges; 387,000 tons of asphalt concrete; 141,000 tons of asphalt concrete.

The personnel on the project: Sam Maceo, Project Manager; Dr. Mahlon D. Smith; Carl Kinnock; Jack Day; Bob Harris; and Ray Brox. The project is under the superintendence of Tom Chapman, the District Manager of Humberton.

The project is a $4 million job and one of the largest in the State of California. The job will be completed by the San Francisco Bay Bridge authority in about one year.

The project is a part of the $22 million project for the construction of the new 16-mile section of the Highway 4, which will be completed in the Fall of 1967.

There are approximately 300 men working on the project, with a maximum of 150,000 cubic yards of dirt per week. Double shifts will be worked on the project, with a maximum of eight million cubic yards.

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Downtown Garage Starts, San Jose Hums

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

SAN JOSE.—Sunshine has finally arrived in the Santa Clara Valley, and with it a much-welcomed boost of activity that has really shown on our out-of-work list. TheBrothers are slowly but surely getting back to work and with the prospects of a good season ahead, are right in the groove.

Work in the Santa Cruz area is helping the Brothers to a "full pay check" for a change. This season is probably the best outlook for work for Santa Cruz in many years.

For example: There are present 80 housing developments in some phase of construction, and more to be started in the year. The paving contractors will be working long hours this year to complete the streets already started.

Keith & Son is working on the Green St. job which is now in the completion stage. This has been a good job for the Operating Engineers.

The largest job at the present time is in the University of California Campus at Santa Cruz. It’s a hub of activity, and it would be almost impossible to try to list the names and the number of contractors working on the project. To see there is a rig behind every tree is no exaggeration here.

Brown & Williams crew is putting in stakes for many contractors and the Matterhock survey seem to have its share of work on the same project. Williams and Burrows started on College No. 2, a $25 million job. Right now the Brothers are busy making jobs for buildings and cutting out somewhere on the road for the ready-mix trucks.

Granite Construction has a crew of 15 to 20 operators working steadily on the grade and rearranging the landscape. There are a couple of truck cranes busy, and enough hydro-boss to eat the sewer work now going on. With all this activity there is a real parking problem on this job and some of the employers have their own personal carriers to transport the Brothers from the parking area to the job site.

West Valley and Underground Construction are busy throughout the area working on the greatly expanded telephone system. Telephone pipe is started all over town.

Work in the Gilroy area has picked up considerably. Ted Jones was low bidder on the Highway job out of Gilroy at $191,000. Hurley Construction has started a subdivision in Gilroy. Don Rents has a number of small jobs going in the area. Superintendent Earl Bernard is making good headway on Granille’s job on San Juan Blvd.

The Green Construction Co., San Antonio Dam project is set for the “big push” to put the fill in place. Preparations are under way to get the pumps ready to handle the river.

McNamara is pushing hard on the highway job at Camp Roberts which should be completed within four months. Granite Construction is preparing to start subdivision work on Pinares. This one should keep their people busy for some time.

The R. C. Mahon Co. was the low bidder on a $700,000 job at Firestone in Salinas. There is one Engineer on the payroll at this time, and the company plans to suit the work to local contractors.

The contract for a downtown parking garage in San Jose was awarded by the San Jose City Council to the Carl N. Swenson Co. on a low bid of $1.5 million on a 150-day schedule. The R. C. Mahon Co. was low bidder with a bid of $1.4 million on a 250-day timetable. The Downtown Merchants have been pressing for this project (which, under the 125 calendar day May 3 to September 20) must be ready for occupancy on October 1, for the Christmas shopping season.

The project will consist of three parking lots on Market and S. John Street which when completed will park 650 cars. The job calls for approximately 2,000 tons of concrete to be poured, according to Superintendent Art Adsit.

The Board of Supervisors awarded the contract to the A. J. Raisch Co. on a section of the San Tomas Expressway, between

NEW SLOPER—attachment shown here to dozer is specially designed by Brother Jack McClean. Operator is Don Lawley with Jim DaBar using hand level on Green-Winston freeway near San Jose.

FIELD MEETING—District Representative Bob Skidgel, kneeling in suit, is new in San Jose area and recently made the rounds to get acquainted. Here he is shown shopping at the Green-Winston freeway job near Los Altos and talking to Brothers.

CREDIT UNION MEETINGS

JULY

DISTRICT 3
Stockton—July 6, Tues., Engineers Bidg., 2520 No. California St., 8:00 p.m.

DISTRICT 8
Sacramento—July 12, Tues., C.E.A.T. Bidg., 2520 Stockton Bidg., 8:00 p.m.

DISTRICT 2
Oakland—July 22, Thurs., 1444 Webster St., 8:00 p.m.

DISTRICT 9
San Jose—July 26, Wed., 700 Korby St., 8:00 p.m.

ENGINEERS NEWS

Published quarterly by Local Union No. 3 of the International Union of Operating Engineers, 1800 California St., San Francisco, Calif.

MIGHTY POWER—It’s not too often the casual observer witnesses four D-9 dozers pushing a 641 Cat scraper, and looks at the load! The scene is the Green-Winston Junipero Serra freeway near Foothill College, Los Altos.

SPORTSMAN—Jerry Golden, San Jose, is an avid hunter and here proudly displays wild boar he shot recently. He is a rubber-tire operator.

Waldo and Williams Road. The low bid of $1,037,011 which the firm bid includes construction of a truck sewer along the expressway. Ralich has nabbed the earth work to Srpeso, and construction will start within the next two weeks. This job should provide work for the next six months. Pizzaro Bros. finished its job on Stevens Creek and moved the crew to the Monterey Road job.

L. C. Smith has a number of jobs going in various parts of the county. The company is widening Highway No. 8 from two to four lanes. Pizzaro Bros. is on the dirt work, and Hepl is working on the underground.

The dirt is flying high on the Green & Winston $7,402,056 Junipero Serra Freeway project which will extend from Foothill Blvd. in Los Altos to 83 mile north of Paine Mill Road, almost to the San Mateo County Line. This job has started with a BANG, and consists of 7.4 miles of six and eight lane freeway, frontage roads, grading and paving with AC on CTD, construction of nine bridges, lighting, etc. There are 3 million yards of earth to be moved on this project, and at present they are making 600 loads per day or a total of 10,000 yards. This is the type of highbuilding job that keeps our Operating Engineers happy.
By RAY COOPER and CURLEW SPENCE

Work in the Eureka area has finally started to move at a faster pace after a hull from the winter flood cleanup work. A number of new jobs have been let and more are still to come. The big job that two "rubber skinned" sailors are waiting for will be expected June 9. It is four miles of four lane freeway between Scotia and Englewood - bypassing Pepperwood. The last job in the Redwood Highway 101 was completed in the widening of the Poli Mudgett Memorial Bridge north of M. Dell. Skilled Engineers and other crafts completed the project for Morrison-Kenyon Company a month ahead of schedule. The Rio Dell Scotia bridge still has one way traffic on the north approach as Ferry Brothers continues their work on the project. Fruia & Colton is making rapid progress on the new four lane Scotia bridge, Arthur R. Snyder is doing approaches and "Barney" Barnhill pounding pilings. The old bridge which will be retained by the new bridge will handle traffic until the new one is completed.

Two more bridges have been awarded by the Division of Highways in Del Norte County on Highway 198. These bridges along with 1.8 miles of highway are scheduled to be completed by December. Fredericksen and Watson Construction Company of Okland. will work on the new Inch, 298 and 700. More work will be coming up in this area later this month.

CONTRACTS

On Paite Avenue 16 new bridges and approaches on the Van Dusan river have been let by the Bureau of Engineers busy putting in the approaches to the Willow Creek bridge and riprap on the Trinity river. M. L. Cross and Watson has started on the finishing of the Klamath Freeway, H. C. Houtman and Arthur Construction are still working on the Klamath Freeway and are now going to be two shifts at the site. At the present time, Fredericksen and Watson are moving in two cranes, a C.E.R. plant and one plant. This job will be good hours for the brothers because of the short time limit for completion. This is a Klamath new job and the bridge approaches across the Klamath river.

Granite Construction Company has been the employer of choice completed and C.K. Moseman is well along with the bridge. It has been decided to add more equipment and men to his Tierra Construction Company and keeping them busy adding to its Klamath and Crescent City.

A H Construction Company of Crescent City will soon complete the new airstrip at Klamath when they are finished and washed out by the December floods.

Morrison-Kenyon Company is still keeping a crew busy on the detours along the Eel River as well as moving traffic on the Dean Creek job north of Redway to complete this section of freeway on time.

RAILROAD JOB

The Morrison Kenyon Company railroad division is nearing completion of their restoration of 100 miles of railroad, but still have a few miles of short work along the bridges. The three main bridges under construction now are located at Redway, Etna, Rock, near Alderpoint, and Island Mountain.

On the contract with E. M. Dalby & Brothers working on both of these jobs, take for example.

RECONSTRUCTION — This railroad bridge in the Eureka District is receiving final touches of construction after having been washed out during Winter floods. 

Weirick and Pinome is doing the Abattay. About half of the Abattay work will be put off until August when the water goes down. Lake Shasta has been filled in.

Walsh Construction is moving right along on their penstock work. Portals 1, 2, 3, and 4 plus Walsh Penstock brings the water out of Iron Canyon Dam into the powerhouse at Pit No. 5.

Marvin Nelson suffered an eye injury while working on the Pit No. 7, Etna is the work on the powerhouse here. Pit No. 7, M. L. Cross and Watson in finishing up with Etna-Okloha again doing the electrical work on the powerhouse. Rothfield, Raffin...
By AL HANSEN
SAN RAFAEL—Contractors with the Pacific Southwest Builders Association are preparing a storm a ball over Marin County— with a meeting that was delayed several times due to the weather. The meeting was finally held in early August.

J. L. Park of Corte Madera was the keynote speaker, discussing the installation of a sanitary sewer system for the town.

Kids are being called for a string of small projects connected with the sewer system in the area.

Bids are being called for the construction of several small bridges in the area.

The Redwood Empire is scheduled to be completed by the end of the month.

Huntington Brothers is planning to start work on the SR 101 freeway job just south of the SR 101 freeway.

Brian Freeman is about to start work on the SR 101 freeway job just south of the SR 101 freeway.

Petersen Bros.

Fresno Packing Co.

As of August 15, the project is on schedule, with the project expected to be completed by the end of the month. The project is expected to cost approximately $1.5 million.
SALT LAKE — Nothing was more disappointing than the May weather; temperatures around 40°. In the mountains, dollar bills were lost by heavy snows and freezing temperatures that hit Utah last month have unav-


FULL HOUSE—at a recent district meeting Business Representative Al Hansen at San Rafael packed the house with 112 of the Brothers. See picture at right of Fran Walker instructing Brothers in mouth-to-mouth resuscitation.

DISTRICT MEETINGS

JUNE

District 12
Salt Lake City, June 11, Fri., Teamsters Hall, 443 So. 6 St., 8:00 p.m.

District 11
Reno, June 12, Sat., Musician's Hall, 124 W. Taylor 8:00 p.m.

JULY

District 1
San Francisco, July 7, Wed., Labor Temple, 4th and Capp Sts., 8:00 p.m.

District 4
Eureka, July 13, Tues., Engineers Bldg., 2808 Broadway, 8:00 p.m.

District 7
Redding, July 14, Wed., Engineers Bldg., 100 Lake Blvd., 8:00 p.m.

District 6
Oroville, July 15, Thurs., Prospectors Village, Oroville Dam Blvd., 8:00 p.m.

Sub-District 1
Honolulu, July 21, Wed., I.E.E.W. Hall, 2305 3, Beretania St. 7:00 p.m.

HELLO HOLE—project on American River’s Rubicon fork is seen here from helicopter loaned by Ets Hokin Construction Co. Earthfill dam gave way during December floods and is being re-filled. Same completion date is target of contractors.

RESUSCITATION ANNIE—this is the name given to Local 3, model used in demonstrating correct mouth-to-mouth resuscitation by safety man Fran Walker, left.

CRUSHED—This is what a Jeep pickup looks like after an eight-foot boulder rattled over a 400-foot bank at Hell Hole. Brother Jack O’Brien suffered severe injuries, and is still under doctor’s care after nearly one year. The safety note here is that the bank should have been scaled to prevent this type of accident.

RETIRED—Bill Hook, of San Francisco, went into retirement recently from the San Francisco City Department. Here he proudly displays Local 3 buttons dating from 1946.
WELCOME—To new members of Tenco Tractor Co. in Marysville district, recently indor- 
sed into Local 3 at a special meeting Manager Al Cline officiated.

NEGOTIATIONS BUZZ AT MARYSVILLE
New $2 Million Generators for Oroville

By HAROLD HUSTON, BILL WREDS, RAY PHINNEGER
BILL WREDS

MARYSVILLE — During the past month the Marysville District has been busy negotiating the contracts of bids that will explore in this area. Negotiations have been completed with the concrete pipe plant employers, and the employees will ratify this agreement at the monthly meeting of a few sessions. Meetings were held with the representatives of the Yuba Gold Ridge District, but to date no agreement has been reached. The employees of the company have the most understanding and patient due to the discussions which have still not been com- 
pleted. Officers, under the guid- 
ance of Brother Gil Cleen, Busi- 
ess Manager, have made every effort to speed up negotiations, and the representatives of the workmen will meet continuously with his representatives in order to obtain a good agreement to present to the brothers for ratification.

The Marysville City Council finally announced they will put around the Marysville District Office at the time of the next meeting, at the present location; thus, our Office will remain where it is.

The city council has been indi- 
anced considerably in the past few months; with the city in the hands of the working men, the brothers in the very near future. Thus all brothers who are available at the dispatcher calls.

The way the brothers are re- 
ported to be coming out of the un- 
safe conditions on the many 
jobs in this area is greatly appre- 
ciated by the business represen- 
tatives. The best way to keep 
Local Union No. 3 the strong un- 
it is today is by working to- 
gether as a team.

ONSHOT WORK SET

Bids are expected by Baldwin Contracting Company, Inc. of Marysville was the low- 
bidder when bids were opened by the Department of Water Resources for the widening of Oriont Freeway in Yuba City. The Marysville firm submitted its bid of $208,596.80 on the project, which will involve widening the freeway from one lane to four lanes for a spot of one mile near Bridge Street in Yuba City. In addition to the widening, the project will involve installation of concrete pipe traffic signals and left-turn lanes at both Bridge Street and Franklin Avenue. The new lanes will be constructed west of the existing highway, and two-way traffic will be main- 
tained at all times during con- 
struction. Work is expected to start in early September and be completed by December.

BIG HUB

Bids are expected Fall on a major construction project through Marysville which will include construction of a road from Marysville shopping center. Cost of the proj- ect is expected to be between $1,000,000, according to city and Divi- 
sion of Highways officials. The mile long project will parallel 10th and 10th Streets from the E Street Bridge to the 10th Street Bridge. 11 major intersections are involved. Left-turn lanes will be added at 10th and 10th Streets while 10th Street itself will be widened to six lanes. In addi- 
tion, access ramps and an under- 
crossing road to serve the shopp- 
ing center will be constructed in the vicinity of 10th and 10th Streets. The city job side will share in the cost of the ramps and undercrossing.

On E Street, left-turn lanes and three-way traffic signals will be provided at each intersection. Currently, E Street has no left-turn lanes and signals are operat- ing only at Third, Fifth, Seventh and Ninth Streets. A raised cen- ter dividing strip will be added to E Street between Second and Sixth Streets.

On Bridge Street, the present two lanes in each direction will be widened to three lanes each way. The grass plant center strip will be retained and a existing carriageway will be added. Back in addition to the existing signals at P and H Streets, another signal will be installed at G Street. Street parking will be prohibited on both sides between Ninth and I Streets and at other locations. The traffic signals will be inter- connected to provide for contin- uous flow of traffic at a safe and 
fluent speed. The signals will have beed and synchronized.

A ramp will be constructed at J Street, and the underscoring road will go be- 
low the 10th Street Bridge to provide access to city streets and the shopping center.

RESURFACING

Resurfacing of Live Oak High- 
way north of Yuba City is under a project for which bids were opened at the Marysville office of the State Division of Highways. Low bidder for the job, and on resurfacing 21 miles of other highways in Colusa and Yuba Counties, Inc. of Yuba City, with an offer of $11,282.40. The project involves resurfacing of the highway from Rosebud north to London crossing, and a section in Colusa County on Highway 20 between Williams and Colusa. Work will begin in the immediate future and will provide employment for many of the Brothers.

COLORADO HIGHWAY BOARD

A. Tochtart and the old jobs of Yuba City has resumed work on a new mile section of Colusa High- 
way to east of Yuba City where a five-lane expressway is under construction. The project, sus- 
pected in January because of

Aqueduct, Small Jobs, Keep Stockton Busy

By WALTER M. TALBOT, A.J. McNAMARA, GLENN DOYNS

STOCKTON — The work picture in this district is better than in any other. Although the multi-million dollar proj- 
sects are not so numerous in this area, the small jobs are of great importance to the brothers involved. Some which have been awarded are to be held, to keep the membership of the district busy throughout the season.

The job this month was the 18 miles of Cali- 
ifornia Aqueduct from a point south of Tracy to the new pump- 
plant near Byron Hot Springs. The Winkmiller Com- 
pany of Palo Alto was low bid- 
d at $11.5 million. This last job will provide water for the city and the project through the district. Four con- 
tracts of more than 60 miles were awarded at either side and falling within the jurisdic- 
tion of the Franchise and Oakland offices. The Winkmiller job com- 
pletes the Aqueduct contracts for this district although several

more contracts must be forth- 
coming to complete the West Side freeway in the district.

J. W. Vickrey and M. L. Du- 
Bard, also contractors, pro- 
duced crew busy preparing the base for paving the McNamara Corporation's 8 miles of West Side Freeway.

Peter Kiewit was awarded an- 
other 8.8 miles of West Side Freeway construction by the State Dept. of Public Works for $20 million. This job will run between the intersections of State Road in Stanislaus County, south of Los Banos in Merced County, and west of Stanislaus County. The contract let to date in this dis- 
trict on the new route and con- 
struction is being done at early Intake.

Crowell and Lovel—Highway 189 near Long Barn, Fresno County, con- 
ing to crush and pave. 

Kibbe and Reed — All new alignment of Highway 189 near Twin Harte.

Brown and Pain — Paving and grading in Yuba County.

NEW GENERATOR BILL APPROVED

The State Department of Water Resources opened bids for furnishing and installing one gen- 
erator units for $24,000, which was awarded to John M. Humes Company of San Joaquin County.

STORM DRAINAGE PROJECT

A contract for construction of a storm drainage main from Fifth Avenue to E Street was awarded to A. Tocht- 
art & Son, Inc. by the Marysville City Council. Cost of the project was $102,253 which was lower of the two submitted. The engineering costs was $23,135. Work will con- 
continue on this project in the very near future.

CONTINUED ON PAGE 13—
NOELLE CASEY  
GAIL BISHOP  
JACK BULLARD

RENO—Work in this area has not picked up to any large degree; however, small jobs are running locally, with contractors keeping all crews and equipment working steadily.

We have been asked many times when the job from Lawtons to Keystone Avenue on Highway 40 is to be let. At this point, it will be from July, to the Spring of 1966. No one knows for sure, but it doesn’t look like it will go this year.

Hillbilly Construction was the low bidder on the South Virginia Street widening job and will start right away on this $250,000 project.

Underground Construction for this project started lowering lines on the project already. TAB Construction had low bidders on this over $15 million project on a bid held on Reno in 1965.

E. L. Dixon Company has started the Arlington Towers, a Multi-Million Dollar Apartment house on Prospect and Arlington Avenue in Reno.

Dixon & Tiberti Company were low bidders on a 28 million dollar University at the National University of Nevada. This same firm has the New Library at Yale in New Haven and the Center and the new Sears Warehouse on Glendale Road under construction at this time.

The big news in Nevada was the recent winning of the NLRC election at the Newmont Mine in Carlin. Local 3 won by a vote of 29 to 14. This is a big victory as it gives the members an opportunity for other work besides construction. Organizational drives are going among all these plants and mines in Nevada on, or any job at all, Local 3 is on its way to further organizing Nevada.

LAKE TAHOE—CARSON CITY

The good days are here in the High Sierras where the year of equipment can be heard. Martin Brothers is about through clearing on Highway 89. This was the best clearing job seen in the area. They are leaving the job site cleaned and leveled. From this job, they go back to the High School job.

Hill Construction is building widening the intersection of Kingsbury grade and Highway 2. They hit a gas main with the sewer blade and the local residents were without fuel for about 72 hours. Filling has started at the Del Webb Shopping Center in Carson City in addition to the sales pavilion at Tahoe Keys.

For a Union Tire Deal see RALPH DE LANCY

or phone 352-6323 (days) 731-0499 (nights)

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

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

New and recap tires — auto and trucks

FRIENDLY ROAD SERVICE

COCHRAN & CELLI TIRE CO.

Goodrich Silvertown and Kelly Springfield Tires

2344 E. 12th Street, in Oakland
**MARYSVILLE BUZZING WITH ACTIVITY**

Continued from Page 10—

$28 million, $502,900 below the DWR estimated cost for the project.

The power plant is to be located at a three-mile west of Oroville, on the south side of Grand Avenue. Guy F. Atkinson Company of South San Francisco, contractor for construction of the powerhouse, has begun excavation work at the powerhouse site.

The generators will be used in a cascade to form the underground powerhouse at Oroville Dam. Conserved water flowing from the Thermalito Pumping Station to the Thermalito Afterbay will go through the generators to power electric power during peak hours. During off-peak periods, when power is available at minimum cost, the water will be pumped back into the Forebay for re-irrigation of the valley growers.

The generator installation is scheduled to be completed by December 1965.

**Living Costs Up; Earnings Down**

Living costs took a sharper jump than usual in April, the U.S. Bureau of Labor Statistics reported. It said the rise in the consumer price index was 3/10 of one per cent, the largest fractional increase in any April since July 1944.

This boosted the index to 100.1 of the 1957-59 base, which means that an average family now pays $10.01 for the cost of living in the base period.

Most categories in the index rose in April with food transportation each climbing by 4/10 of one per cent. The increase was greater than usual for the season. Fruits, meats and eggs, showed especially heavy price rises.

**270 Brothers Still Missing From IBM Records—Help!**

Over 270 members are not receiving full services from the union office because there is no address for them. The IBM record department needs help in locating these members. Some live in small towns for others the office is holding mail which may import immediate vacation checks.

If anyone on the list below is familiar with the latest disposition of the office know of his whereabouts.

**EASTERN MAIL**

**RETURN MAIL**

**NO ADDRESS**

**Obituaries**

<table>
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<tr>
<th>Name</th>
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*Industrial Accidents (1)
More... Personals
Continued from Page 11...
Brother Robert S. Beveal, who was killed in an accident on April 29, 1965.
Our sympathy is also extended to Brother Vera Carpenter, who lost his wife on April 29, 1965.
Our thanks to Brother Ellery A. Marsh who donated blood to our account at the Northern California Community Blood Bank.

MARYSVILLE
Ferris Andison is currently in Weimar Sanitarium. Best wishes and speedy recovery. Large, Whitton, Yuba Consolidated employees, suffered a heart attack recently and is in the Rideout Hospital. We are happy to see Doug Vorton and Sheephead and Uphord again. We hope to see both of them back to work real soon.

PALEO
Sincere sympathy to the families of the following brothers who passed away recently: Jess Porter, Thomas Albers and Charles Filer. Our condolences to the family of the late Brother Doug Gellain, 1936-1961.

TWO TRENCHERS, 1400 Lincoln Ave., land, 900 acres, 3 bdrm. home, 2400 S.F., good power, 3 phase, 220-449v, 5 kw, electric, running water, 24'' gas, 3 phase. $1395. Arion Myers, 11919 Farndon Ave., phone 224-1719.

SAN RAFAEL
Our thanks to Brother Ray Schum for his blood donation—one made on February 5 and on May 7. Our Blood Bank is located at 506-4th Street, San Rafael. If any member wishes to donate, we will be happy to arrange for an appointment.
The new pension booklet are now available—and can be picked up at our office.

REDDING
Sincere sympathy to Redding Dispatcher Kirk McGowan, whose Brother passed away in Mary Lake, also to the family and friends of our late Brother Doug Clements and Louis Miller. We wish a speedy recovery to Wayne Herzog. We wish a speedy recovery to our good friend, Bill Ryder, Fred Brock, Vernon Smith, Mike Gage, L. J. Miller, Max Bubulis.
Blood donors for the next few weeks are: B. L. Bishop, Cliff Trahan, Bob Folsom, Gerald Jennings, C. R. Robitaille, Rheem C. Smith.

Continued in our office.
Claude doing SEEPER CAB, fiberglass, and in our office.

FERRIS CAMPBELL

TWO-TRENCHERS, 1400 Lincoln Ave., land, 900 acres, 3 bdrm. home, 2400 S.F., good power, 3 phase, 220-449v, 5 kw, electric, running water, 24'' gas, 3 phase. $1395. Arion Myers, 11919 Farndon Ave., phone 224-1719.

Ralph Cooper, 1451 Noir Ave., phone 644-1749. Reg.: No. 367255.

Our Ferris Anderson is located at 506-4th Street, San Francisco. Phone 725-3074. Reg.: No. 367255.

Brother and Mrs. Virgil Dahms became the proud parents recently of a baby girl, Marten Gaal.

REDDING
Brother and Mrs. Virgil Dahms became the proud parents recently of a baby girl, Marten Gaal.

If you missed the big semi-annual blood bank day on June 5, call the Blood Bank, 9X 7-2000, and make an appointment. The bank is easy to find—it is the first building on the right as you enter the Peninsula Hospital complex in Burlingame.

SALT LAKE CITY
We wish to extend our deepest sympathy to the family of Brother Elden Colbrooks who died of a heart attack. He will be missed by all the members who knew and worked with him. We know his family appreciated the lovely funeral with which the members working with him at Bechtel Corp. at the time of his death, presented. Also, our sincere sympathy goes to the family of Brother Fred Gelt, who passed away in Cedar City recently. He was a long-time member who had been on retirement in recent years.

SAN MATEO
Brother and Mrs. Virgil Dahms became the proud parents recently of a baby girl, Marten Gaal.

If you missed the big semi-annual blood bank day on June 5, call the Blood Bank, 9X 7-2000, and make an appointment. The bank is easy to find—it is the first building on the right as you enter the Peninsula Hospital complex in Burlingame.

RULES FOR SUBMITTING ADS
Any Operating Engineer may advertise, but no one, including the Operating Engineer, shall advertise more than once in three months without changing any PERSONAL PROPERTY he wishes to sell. A personal property ad will not be accepted for rentals, personal service, or to publicize personal events.

PRINT OR TYPE the wording you wish to advertise on a separate sheet of paper. Filing your ad to 30 lines minimum (20 lines minimum for local newspaper), complete ADDRESS and REGISTER NUMBER.

By a free type of several words between the posting of letters and numbers by all of our readers.

Please notify Engineers Shop News at your own property when you have advertised in sale.

Address all ads for Engineers Shop News at the address listed below. Address all ads for Engineers Shop News at the address listed below.

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Address all ads for Engineers Shop News at the address listed below. Address all ads for Engineers Shop News at the address listed below.
Photo Parade of Local 3

WIRED FOR SOUND—here is a closeup of a modern Survey Engineer in San Francisco. Note "walkie-talkie."

WHATZIT—See if you can identify the old-time rigs shown above and at right. Here's a clue: Ray Austin is in all photos. Name equipment and date, if you can! Drop us a line and see how close you come, and watch the next issue for answer.

STUMPER—Here is a D-7 cat cutting out trees and stumps in the Stockton district up in the Yosemite foothills. Long protrusion at rear of cat is stumper to split roots of trees.

CAREFULLY—that's how San Francisco Brother Herm Jensen is handling this forklift while stacking pile-driving pipe at Perini's Golden Gateway job.

SEMAPHORE—Al Dodini, San Francisco pile-driver operator, talks with semaphore hands. Brother Dodini typifies rugged Engineer, doesn't he?

MAGNA-FLUX—checking engine connecting rods and pistons is Brother Don Robertson's job at Peterson Tractor. Rods are checked for stretch, warping and invisible cracks prior to rebuilding an engine.