

# ENGINEERS

# NEWS

STATIONARY ENGINEERS LOCAL 39

OPERATING ENGINEERS LOCAL 3



Vol. 24—No. 7

SAN FRANCISCO, CALIFORNIA

151

July, 1965

4553 to 88

## California Agreement Wins Staunch Membership Support

Business Manager Al Clem this week signed the three-year contract with the Northern California Associated General Contractors, and thus signalled the end to many months of preparation and thousands of man-hours negotiating at the bargaining table. The result is one of the best contracts in the history of Local 3, and for the members means an increase of five to six percent, excluding fringe benefits.

The membership overwhelmingly approved the agreement by a 4553 to 88 vote, and authorized the business manager to consummate the agreement.

It is significant that this was accomplished with no work stoppage, and assures the members a respectable income with sound working conditions.

Here is a summary of new wage scales in effect:

### SECTION NO. 3—GROUP WAGES RATES AND CLASSIFICATIONS (Section No. 12)

#### GROUP WAGE CLASSIFICATIONS

On all work covered by this Agreement when performed, and in all instances in which equipment used in the performance of work covered by this Agreement is operated, regardless of when the work was bid or let, such work shall be performed and such equipment shall be operated by Employees obtained in accordance with the provisions of the Hiring Regulations, Appendix A of this Agreement, in the classifications and at the wage scales as follows:

#### RATES PER HOUR

Effective Dates

6-16 6-16 6-16

1965 1966 1967

**GROUP NO. 1** \$4.185 \$4.39 \$4.625  
Assistant to Engineer (Fireman, Oil-  
er, Note (1) Signalman, Switchman,  
Brakeman, Deckhand, Tar Pot Fire-  
man, Heavy Duty Repairman Help-  
er)

**GROUP NO. 2** \$4.355 \$4.57 \$4.815  
Mechanical conveyor (handling build-  
ing materials)  
Note (2) Compressor  
Concrete Mixer (up to 1 yard)  
Conveyor Belt Operator (tunnel)  
Mixer Box Operator (concrete plant)  
Fireman Hot Plant  
Note (2) Pump Operator  
Tar Pot Fireman (power agitated)  
Hydraulic Monitor  
Spreader Boxman (with screeds)

**GROUP NO. 3** \$4.465 \$4.69 \$4.945  
Box Operator (bunker)  
Note (4) Head Chainman, Rodman,  
Locomotive (Assistant to Engineer  
required)  
Motorman

**GROUP NO. 4** \$4.74 \$4.98 \$5.25  
Ballast Regulator  
Ballast Tamping Multi-purpose  
Ballast Jack Tamping  
Boxman (asphalt plant)  
Fork Lift or Lumber Stacker (const.  
jobsite)  
Material Hoist (1 drum)  
\*\*Lubrication & Service Engineer  
(Mobile & Grease Rack) (Effective  
6/15/66)  
Line Master  
Shuttlecar  
Tie Spacer  
Towernobile

**GROUP NO. 5** \$4.855 \$5.10 \$5.375  
Note (3) Compressors (2 to 6)  
Concrete Mixers (over 1 yard)  
Concrete Pumps or Pumpcrete Guns  
Generators, gasoline or diesel driven  
(100 k.w.)  
Gradesetter, Grade Checker (mechan-  
ical or otherwise)  
Press-Weld (air operated)  
Note (3) Pumps (2 to 6)  
Note (3) Welding Machines (gasoline  
or diesel) (2 to 8)

**GROUP NO. 6** \$4.91 \$5.16 \$5.44  
Boom Truck or Dual Purpose A  
Frame Truck  
Concrete Batch Plants (wet or dry)  
Concrete Saws (self propelled Unit on  
streets, highways, airports and  
canals)  
Drilling Machinery (not to apply to  
waterliners, wagon drills or jack-  
hammers) (Assistant to Engineer

required)\*  
Highline Cableway Signalman  
Locomotives (steam or over 30 ton)  
(Assistant to Engineer required)\*  
Maginnis Internal Full Slab Vibrator  
(on airports, highways, canals and  
warehouses)

Mechanical Finishers (concrete) (Clay-  
ry, Johnson, Bidwell Bridge Deck,  
or similar types)  
Power Jumbo Operator (setting slip  
forms, etc., in tunnels)  
Portable Crushers  
Roller  
Self-Propelled Compactor (single en-  
gine)

Screedman (Barber Greene & similar)  
(asphaltic concrete paving)  
Surface Heater  
Self-Propelled Pipeline Wrapping  
Machine (Perault, CRC or similar  
types)  
Slip Form Pumps (power driven hy-  
draulic lifting device for concrete  
forms)  
Small Rubber Tired Tractors

**GROUP NO. 7** \$4.995 \$5.25 \$5.535  
Deck Engineers  
Dual Drum Mixer (Assistant to En-  
gineer required)\*  
Fuller Kenyon Pump and similar  
types  
Note (4) Instrument Man  
Journeyman Trainee  
Material Hoist (2 or more drums)  
Mechanical Finishers or Spreader  
Machine (asphalt) (Barber Greene  
and similar) (Screedman required)  
Mine or Shaft Hoist  
Mixermobile  
Pavement Breaker with or without  
compressor combination  
Pavement Breaker, truck mounted  
with compressor combination (As-  
sistant to Engineer driver re-  
quired)\*  
Pipe Cleaning Machine (tractor pro-  
pelled and supported)  
Pipe Wrapping Machine (tractor pro-  
pelled and supported)  
Pipe Bending Machine (pipe lines  
only)  
Refrigeration Plant  
Self-Propelled Boom Type Lifting  
Device (Assistant to Engineer re-  
quired, except on 10 ton capacity or  
less)\*  
Self-Propelled Elevating Grade Plane  
Slusher Operator  
Small Rubber-tired Trenching Ma-  
chine and similar small equipment  
(any assistance in the operation if  
needed shall be performed by an  
Assistant to Engineer)\*  
Small Tractor (with boom)  
Soil Tester  
Trenching Machine (Assistant to En-  
gineer required, except as provided  
above)  
Truck-type Loader

**GROUP NO. 8** \$5.19 \$5.46 \$5.76  
Combination Slusher and Motor Op-  
erator  
Concrete Batch Plant (multiple units)  
Euclids, T pulls, DW-10, 20 and 21  
and similar (with earthmoving  
equipment up to and including 45 cy  
"struck," m.r.c.)  
Kolman Loader (Assistant to En-  
gineer required on Two (2) or more)\*  
Loader (up to 2 yards)  
Mechanical Trench Shield  
Mucking machine (Assistant to En-  
gineer when required)\*  
Portable Crushing and Screening  
Plants (Assistant to Engineer re-  
quired)\*  
Tri-batch Paver (Assistant to En-  
gineer required)\*  
Tunnel Bagger (Assistant to Engineer  
required)\*

**GROUP NO. 9** \$5.305 \$5.58 \$5.885  
Canal Finger Drain Digger (Assistant  
to Engineer required)\* (In addition  
to the above there shall be One (1)  
Group 7 Operator)  
Chicago Boom  
Combination Mixer and Compressor  
(gunite)  
Highline-Cableway (5 tons and un-  
der) (signalman required)  
Lull Hi-Lift (40 foot) (or similar)  
Power Blade Operator (Moves to  
Group 10—7/15/66)

**GROUP NO. 10** \$5.41 \$5.69 \$6.00  
Boom-type Backfilling Machine (As-  
sistant to Engineer required)\*  
Bridge Crane  
Chemical Grouting Machine (Assistant  
to Engineer required)\*  
Cary-Lift (or similar)  
Note (4) Chief of Party  
Combination Backhoe and Loader (to  
and including 3/8 yard) (Assistant  
to Engineer required when more  
than 200 degree swing)\*  
Cranes (not over 25 tons, hammer-  
head and gantry) (Assistant to En-  
gineer required)\*  
Euclid loader and similar types (As-  
sistant to Engineer required)\*  
Euclids, T pulls, DW 20, 21 and simi-  
lar (with earth-moving equipment  
over 45 cy "struck," m.r.c.)  
Derricks (Two (2) Operators required  
when swing engine remote from  
hoist)  
Derrick Barges (except excavation  
work) (deck engineer and Assistant  
to Engineer required)\*  
Do-Mor Loader and Adams Elegrader  
Heavy Duty Rotary Drill Rigs (incl.  
calsson foundation work and Rob-  
bins type drills) (Assistant to En-  
gineer required)\*  
Koehring Skooper (or similar) (As-  
sistant to Engineer required)\*  
Lift Slab Machine (Vagtborg and  
similar types)  
Locomotive (over 100 tons) (single or  
multiple units) (Assistant to En-  
gineer required)\*  
Loader (2 yards up to and including  
4 yards)  
Multiple Engine Earth-moving Ma-  
chine (Euclids, Dozer, etc.) (no  
tandem scraper)  
Power Blade Operator (Effective 7/  
15/66)  
Power Shovels, Clamshells, Draglines,  
Backhoes, Grad-alls (up to and in-  
cluding 1 yard) (Assistant to En-  
gineer required)\*  
Shuttle Car (Reclaim Station)  
Soil Stabilizer (P&H or equal)  
Sub grader (Gurries or other auto-  
matic type) (Assistant to Engineer  
required)\*  
Tractor, laying type - Earth Moving  
Machine (single engine with tandem  
scraper)  
Tractor, Compressor Drill comb. (As-  
sistant to Engineer required)\*  
Train Loading Station  
Pre-Stress Wire Wrapping Machine  
Vacuum Cooling Plant

**GROUP NO. 11** \$5.55 \$5.84 \$6.16  
Automatic Concrete Slip Form Paver  
(Gradesetter, Screedman, and As-  
sistant to Engineer required)\*  
Automatic Railroad Car Dumper  
Canal Finger Drain Backfiller (As-  
sistant to Engineer required)\* (In  
addition to the above there shall be  
two (2) Group 7 Operators)  
Canal Trimmer (Two (2) Assistants  
to Engineer required)\*  
Cranes (over 25 tons) (Assistant to  
Engineer required)\*  
Earth Moving Machine (multiple pro-  
pulsion power units and two or  
more scrapers) (up to and including  
75 cy "struck," m.r.c.)  
Highline Cableway (over 5 tons) (sig-  
nalman required)  
Loader (over 4 yards)  
Power Shovels, Clamshells, Draglines,  
Backhoes, and Grad-alls (over 1 yd.  
and up to and including 7 cu. yds.  
m.r.c.) (Assistant Engineer re-  
quired)\* (2 Assistants to Engineer  
required on 120B similar or larg-  
er)\*  
Self-propelled Compactor (with mul-  
tiple propulsion power units)  
Single Engine Rubber-Tired Earth  
Moving Machine (with tandem  
scraper)  
Slip Form Paver (concrete or asphalt)  
(1 Operator, and 2 screedmen when  
required)  
Tandem Cats  
Tower Cranes Mobile (Assistant to  
Engineer required)\*  
Trencher (pulling Attached Shield)  
(Assistant to Engineer required)\*  
Universal Liebherr and Tower Cranes  
(and similar types) (in the erection,  
dismantling and moving of equip-  
ment, there shall be an additional  
Operating Engineer at Group 7A  
rate)  
Wheel Excavator (up to and includ-  
ing 750 cy per hour) (Assistant  
to Engineer required)\*  
**GROUP NO. 11A** \$6.085 \$6.41 \$6.765  
Band Wagon (in conjunction with  
Wheel Excavator)  
Multi-Propulsion Earth Moving Ma-

chine (Assistant to Engineer required)\*  
Tractor (with boom) (D-6 or larger,  
and similar)

**GROUP NO. 10** \$5.41 \$5.69 \$6.00  
Boom-type Backfilling Machine (As-  
sistant to Engineer required)\*  
Bridge Crane  
Chemical Grouting Machine (Assistant  
to Engineer required)\*  
Cary-Lift (or similar)  
Note (4) Chief of Party  
Combination Backhoe and Loader (to  
and including 3/8 yard) (Assistant  
to Engineer required when more  
than 200 degree swing)\*  
Cranes (not over 25 tons, hammer-  
head and gantry) (Assistant to En-  
gineer required)\*  
Euclid loader and similar types (As-  
sistant to Engineer required)\*  
Euclids, T pulls, DW 20, 21 and simi-  
lar (with earth-moving equipment  
over 45 cy "struck," m.r.c.)  
Derricks (Two (2) Operators required  
when swing engine remote from  
hoist)  
Derrick Barges (except excavation  
work) (deck engineer and Assistant  
to Engineer required)\*  
Do-Mor Loader and Adams Elegrader  
Heavy Duty Rotary Drill Rigs (incl.  
calsson foundation work and Rob-  
bins type drills) (Assistant to En-  
gineer required)\*  
Koehring Skooper (or similar) (As-  
sistant to Engineer required)\*  
Lift Slab Machine (Vagtborg and  
similar types)  
Locomotive (over 100 tons) (single or  
multiple units) (Assistant to En-  
gineer required)\*  
Loader (2 yards up to and including  
4 yards)  
Multiple Engine Earth-moving Ma-  
chine (Euclids, Dozer, etc.) (no  
tandem scraper)  
Power Blade Operator (Effective 7/  
15/66)  
Power Shovels, Clamshells, Draglines,  
Backhoes, Grad-alls (up to and in-  
cluding 1 yard) (Assistant to En-  
gineer required)\*  
Shuttle Car (Reclaim Station)  
Soil Stabilizer (P&H or equal)  
Sub grader (Gurries or other auto-  
matic type) (Assistant to Engineer  
required)\*  
Tractor, laying type - Earth Moving  
Machine (single engine with tandem  
scraper)  
Tractor, Compressor Drill comb. (As-  
sistant to Engineer required)\*  
Train Loading Station  
Pre-Stress Wire Wrapping Machine  
Vacuum Cooling Plant

**GROUP NO. 11** \$5.55 \$5.84 \$6.16  
Automatic Concrete Slip Form Paver  
(Gradesetter, Screedman, and As-  
sistant to Engineer required)\*  
Automatic Railroad Car Dumper  
Canal Finger Drain Backfiller (As-  
sistant to Engineer required)\* (In  
addition to the above there shall be  
two (2) Group 7 Operators)  
Canal Trimmer (Two (2) Assistants  
to Engineer required)\*  
Cranes (over 25 tons) (Assistant to  
Engineer required)\*  
Earth Moving Machine (multiple pro-  
pulsion power units and two or  
more scrapers) (up to and including  
75 cy "struck," m.r.c.)  
Highline Cableway (over 5 tons) (sig-  
nalman required)  
Loader (over 4 yards)  
Power Shovels, Clamshells, Draglines,  
Backhoes, and Grad-alls (over 1 yd.  
and up to and including 7 cu. yds.  
m.r.c.) (Assistant Engineer re-  
quired)\* (2 Assistants to Engineer  
required on 120B similar or larg-  
er)\*  
Self-propelled Compactor (with mul-  
tiple propulsion power units)  
Single Engine Rubber-Tired Earth  
Moving Machine (with tandem  
scraper)  
Slip Form Paver (concrete or asphalt)  
(1 Operator, and 2 screedmen when  
required)  
Tandem Cats  
Tower Cranes Mobile (Assistant to  
Engineer required)\*  
Trencher (pulling Attached Shield)  
(Assistant to Engineer required)\*  
Universal Liebherr and Tower Cranes  
(and similar types) (in the erection,  
dismantling and moving of equip-  
ment, there shall be an additional  
Operating Engineer at Group 7A  
rate)  
Wheel Excavator (up to and includ-  
ing 750 cy per hour) (Assistant  
to Engineer required)\*  
**GROUP NO. 11A** \$6.085 \$6.41 \$6.765  
Band Wagon (in conjunction with  
Wheel Excavator)  
Multi-Propulsion Earth Moving Ma-

chine (Assistant to Engineer required)\*  
Tractor (with boom) (D-6 or larger,  
and similar)

**GROUP NO. 10** \$5.41 \$5.69 \$6.00  
Boom-type Backfilling Machine (As-  
sistant to Engineer required)\*  
Bridge Crane  
Chemical Grouting Machine (Assistant  
to Engineer required)\*  
Cary-Lift (or similar)  
Note (4) Chief of Party  
Combination Backhoe and Loader (to  
and including 3/8 yard) (Assistant  
to Engineer required when more  
than 200 degree swing)\*  
Cranes (not over 25 tons, hammer-  
head and gantry) (Assistant to En-  
gineer required)\*  
Euclid loader and similar types (As-  
sistant to Engineer required)\*  
Euclids, T pulls, DW 20, 21 and simi-  
lar (with earth-moving equipment  
over 45 cy "struck," m.r.c.)  
Derricks (Two (2) Operators required  
when swing engine remote from  
hoist)  
Derrick Barges (except excavation  
work) (deck engineer and Assistant  
to Engineer required)\*  
Do-Mor Loader and Adams Elegrader  
Heavy Duty Rotary Drill Rigs (incl.  
calsson foundation work and Rob-  
bins type drills) (Assistant to En-  
gineer required)\*  
Koehring Skooper (or similar) (As-  
sistant to Engineer required)\*  
Lift Slab Machine (Vagtborg and  
similar types)  
Locomotive (over 100 tons) (single or  
multiple units) (Assistant to En-  
gineer required)\*  
Loader (2 yards up to and including  
4 yards)  
Multiple Engine Earth-moving Ma-  
chine (Euclids, Dozer, etc.) (no  
tandem scraper)  
Power Blade Operator (Effective 7/  
15/66)  
Power Shovels, Clamshells, Draglines,  
Backhoes, Grad-alls (up to and in-  
cluding 1 yard) (Assistant to En-  
gineer required)\*  
Shuttle Car (Reclaim Station)  
Soil Stabilizer (P&H or equal)  
Sub grader (Gurries or other auto-  
matic type) (Assistant to Engineer  
required)\*  
Tractor, laying type - Earth Moving  
Machine (single engine with tandem  
scraper)  
Tractor, Compressor Drill comb. (As-  
sistant to Engineer required)\*  
Train Loading Station  
Pre-Stress Wire Wrapping Machine  
Vacuum Cooling Plant

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Automatic Railroad Car Dumper  
Canal Finger Drain Backfiller (As-  
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addition to the above there shall be  
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Canal Trimmer (Two (2) Assistants  
to Engineer required)\*  
Cranes (over 25 tons) (Assistant to  
Engineer required)\*  
Earth Moving Machine (multiple pro-  
pulsion power units and two or  
more scrapers) (up to and including  
75 cy "struck," m.r.c.)  
Highline Cableway (over 5 tons) (sig-  
nalman required)  
Loader (over 4 yards)  
Power Shovels, Clamshells, Draglines,  
Backhoes, and Grad-alls (over 1 yd.  
and up to and including 7 cu. yds.  
m.r.c.) (Assistant Engineer re-  
quired)\* (2 Assistants to Engineer  
required on 120B similar or larg-  
er)\*  
Self-propelled Compactor (with mul-  
tiple propulsion power units)  
Single Engine Rubber-Tired Earth  
Moving Machine (with tandem  
scraper)  
Slip Form Paver (concrete or asphalt)  
(1 Operator, and 2 screedmen when  
required)  
Tandem Cats  
Tower Cranes Mobile (Assistant to  
Engineer required)\*  
Trencher (pulling Attached Shield)  
(Assistant to Engineer required)\*  
Universal Liebherr and Tower Cranes  
(and similar types) (in the erection,  
dismantling and moving of equip-  
ment, there shall be an additional  
Operating Engineer at Group 7A  
rate)  
Wheel Excavator (up to and includ-  
ing 750 cy per hour) (Assistant  
to Engineer required)\*  
**GROUP NO. 11A** \$6.085 \$6.41 \$6.765  
Band Wagon (in conjunction with  
Wheel Excavator)  
Multi-Propulsion Earth Moving Ma-

chine (Assistant to Engineer required)\*  
Tractor (with boom) (D-6 or larger,  
and similar)

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Boom-type Backfilling Machine (As-  
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Bridge Crane  
Chemical Grouting Machine (Assistant  
to Engineer required)\*  
Cary-Lift (or similar)  
Note (4) Chief of Party  
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and including 3/8 yard) (Assistant  
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than 200 degree swing)\*  
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Euclid loader and similar types (As-  
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Sub grader (Gurries or other auto-  
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addition to the above there shall be  
two (2) Group 7 Operators)  
Canal Trimmer (Two (2) Assistants  
to Engineer required)\*  
Cranes (over 25 tons) (Assistant to  
Engineer required)\*  
Earth Moving Machine (multiple pro-  
pulsion power units and two or  
more scrapers) (up to and including  
75 cy "struck," m.r.c.)  
Highline Cableway (over 5 tons) (sig-  
nalman required)  
Loader (over 4 yards)  
Power Shovels, Clamshells, Draglines,  
Backhoes, and Grad-alls (over 1 yd.  
and up to and including 7 cu. yds.  
m.r.c.) (Assistant Engineer re-  
quired)\* (2 Assistants to Engineer  
required on 120B similar or larg-  
er)\*  
Self-propelled Compactor (with mul-  
tiple propulsion power units)  
Single Engine Rubber-Tired Earth  
Moving Machine (with tandem  
scraper)  
Slip Form Paver (concrete or asphalt)  
(1 Operator, and 2 screedmen when  
required)  
Tandem Cats  
Tower Cranes Mobile (Assistant to  
Engineer required)\*  
Trencher (pulling Attached Shield)  
(Assistant to Engineer required)\*  
Universal Liebherr and Tower Cranes  
(and similar types) (in the erection,  
dismantling and moving of equip-  
ment, there shall be an additional  
Operating Engineer at Group 7A  
rate)  
Wheel Excavator (up to and includ-  
ing 750 cy per hour) (Assistant  
to Engineer required)\*  
**GROUP NO. 11A** \$6.085 \$6.41 \$6.765  
Band Wagon (in conjunction with  
Wheel Excavator)  
Multi-Propulsion Earth Moving Ma-

chine (Assistant to Engineer required)\*  
Tractor (with boom) (D-6 or larger,  
and similar)

**GROUP NO. 10** \$5.41 \$5.69 \$6.00  
Boom-type Backfilling Machine (As-  
sistant to Engineer required)\*  
Bridge Crane  
Chemical Grouting Machine (Assistant  
to Engineer required)\*  
Cary-Lift (or similar)  
Note (4) Chief of Party  
Combination Backhoe and Loader (to  
and including 3/8 yard) (Assistant  
to Engineer required when more  
than 200 degree swing)\*  
Cranes (not over 25 tons, hammer-  
head and gantry) (Assistant to En-  
gineer required)\*  
Euclid loader and similar types (As-  
sistant to Engineer required)\*  
Euclids, T pulls, DW 20, 21 and simi-  
lar (with earth-moving equipment  
over 45 cy "struck," m.r.c.)  
Derricks (Two (2) Operators required  
when swing engine remote from  
hoist)  
Derrick Barges (except excavation  
work) (deck engineer and Assistant  
to Engineer required)\*  
Do-Mor Loader and Adams Elegrader  
Heavy Duty Rotary Drill Rigs (incl.  
calsson foundation work and Rob-  
bins type drills) (Assistant to En-  
gineer required)\*  
Koehring Skooper (or similar) (As-  
sistant to Engineer required)\*  
Lift Slab Machine (Vagtborg and  
similar types)  
Locomotive (over 100 tons) (single or  
multiple units) (Assistant to En-  
gineer required)\*  
Loader (2 yards up to and including  
4 yards)  
Multiple Engine Earth-moving Ma-  
chine (Euclids, Dozer, etc.) (no  
tandem scraper)  
Power Blade Operator (Effective 7/  
15/66)  
Power Shovels, Clamshells, Draglines,  
Backhoes, Grad-alls (up to and in-  
cluding 1 yard) (Assistant to En-  
gineer required)\*  
Shuttle Car (Reclaim Station)  
Soil Stabilizer (P&H or equal)  
Sub grader (Gurries or other auto-  
matic type) (Assistant to Engineer  
required)\*  
Tractor, laying type - Earth Moving  
Machine (single engine with tandem  
scraper)  
Tractor, Compressor Drill comb. (As-  
sistant to Engineer required)\*  
Train Loading Station  
Pre-Stress Wire Wrapping Machine  
Vacuum Cooling Plant

**GROUP NO. 11** \$5.55 \$5.84 \$6.16  
Automatic Concrete Slip Form Paver  
(Gradesetter, Screedman, and As-  
sistant to Engineer required)\*  
Automatic Railroad Car Dumper  
Canal Finger Drain Backfiller (As-  
sistant to Engineer required)\* (In  
addition to the above there shall be  
two (2) Group 7 Operators)  
Canal Trimmer (Two (2) Assistants  
to Engineer required)\*  
Cranes (over 25 tons) (Assistant to  
Engineer required)\*  
Earth Moving Machine (multiple pro-  
pulsion power units and two or  
more scrapers) (up to and including  
75 cy "struck," m.r.c.)  
Highline Cableway (over 5 tons) (sig-  
nalman required)  
Loader (over 4 yards)  
Power Shovels, Clamshells, Draglines,  
Backhoes, and Grad-alls (over 1 yd.  
and up to and including 7 cu. yds.  
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Self-propelled Compactor (with mul-  
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Single Engine Rubber-Tired Earth  
Moving Machine (with tandem  
scraper)  
Slip Form Paver (concrete or asphalt)  
(1 Operator, and 2 screedmen when  
required)  
Tandem Cats  
Tower Cranes Mobile (Assistant to  
Engineer required)\*  
Trencher (pulling Attached Shield)  
(Assistant to Engineer required)\*  
Universal Liebherr and Tower Cranes  
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dismantling and moving of equip-  
ment, there shall be an additional  
Operating Engineer at Group 7A  
rate)  
Wheel Excavator (up to and includ-  
ing 750 cy per hour) (Assistant  
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m.r.c.) (Assistant Engineer re-  
quired)\* (2 Assistants to



# Memo from the Manager's Desk

By AL CLEM

The past month has been an extremely busy one for myself and other officers of your Local Union.

As many of you know by now, we were successful in arriving at a proposed agreement with the AGC, EGCA and other Employer Associations. It was indeed gratifying to note that we had an excellent turnout for the ratification meetings and also that the proposed contract was so well received by those in attendance.

You will note that the vote to accept the proposal and to leave in the hands of the Manager to finalize was 4553 for and 88 against. However, the method in which holiday and vacation money is to be distributed to the membership did not receive the same overwhelming ratification as the contract. I believe primarily that this was due to the fact that unfortunately in many of the sites where the meetings were conducted, there were overflowing crowds and perhaps we were not able to explain the proposal in such details as to the mechanics of the distribution of the money as we would have liked to. However, the plan will be printed in its entirety in the booklets for distribution and also in your newspaper.

We would stress at this time that there is absolutely no change in the method of the holiday and vacation pay paid to you by the employer until July 1966 or 12 months from now.

These negotiations resulted from many months of planning and gathering and compiling the ideas from all of you who work in the construction industry again putting your thought into the proper chronological order for presentation to the negotiating committee of the employers.

In addition to this, we were able to arrive at the type of agreement only by virtue of the fact that there had been considerable ground work laid by those employers in the construction industry prior to the starting of the negotiations.

I would be derelict in my duties if I did not pass on to you my opinion of the employers' negotiating team. They resisted many of our proposals and others they were not completely satisfied with, however, by the exchanging of ideas we were able to arrive at a contract which we sincerely believe will work to the betterment of everyone in the construction industry.

The most important item in the contract in my opinion is the crew concept and manning of individually operated pieces of earth moving equipment and equipment supplementary thereto.

## WAGE CLASSIFICATIONS

In this issue of the paper you will see the wage scales as they are related to the various classifications. Unfortunately, at the present time the construction industry is plagued by strikes by the other crafts who are unable to arrive at an agreement satisfactory to them. I am sincerely proud that we were able to arrive at a satisfactory contract without any stoppage of work on the part of the engineers.

## NEVADA NEGOTIATIONS

Before you receive your issue of this paper, we will have started a series of negotiations in the State of Nevada with the AGC Contractors in the construction industry in this part of our jurisdiction. We sincerely hope that we can arrive at a satisfactory agreement in this area without any work stoppages.

We still have the piledriving and the steel erecting contract to negotiate in the states of Utah and Nevada. In addition to this we are in negotiations with the dredging association, building and material industry and the various equipment shops in Northern California, as well as numerous special contracts covering the various plants, yards and mines where we have members employed.

In the State of Hawaii there are several contracts opened and in the process of being renegotiated at the present time. So you know this is a busy time for all of those who work for the Union.

The turnouts for the ratification of the contract were much larger than anticipated and most of the halls were overcrowded. I would like to thank those who were in attendance for their patience and understanding while the contract was being presented.

## APPRENTICE OPENINGS

Due to work stoppages in the construction industry, dispatching has fallen off considerably. However, I would like to take this opportunity to request those members who know young people who are interested in signing up for the Apprenticeship Program to have them contact the local committees and register, for by the very nature of the contract, we anticipate there will be openings for a number of Apprentices.

To those of you who have paid your dues by the year,

—Continued on Page 3

## Modesto's Deep Summer

# California Aqueduct Snakes Southward

By WALTER M. TALEBOT, AL McNAMARA, GLENN DOBYNS

STOCKTON — There has been no appreciable change in the work picture in this district from June's report. The out-of-work lists in Stockton and Modesto are slowly diminishing although only a few work classifications have actually been depleted.

Western Contracting Corporation, successful bidders on three sections of the California Aqueduct, has commenced work on the third project which extends from Del Puerto Canyon Road west of Patterson to Chrisman Road south of Tracy. At present the job is limited to one shift while awaiting more equipment for the project.

L. B. Hughes and Son of Merced, a sub contractor for Western, is making structure excavation on the Tracy end of the job. All dispatching for this job will be done through the Modesto office.

Wunderlich Company of Palo Alto, low bidder at \$11.2 million for the northern-most segment of the California Aqueduct, has begun operations near the pumping-plant end of the job off Kelso Road in Alameda County. This job, a division of Stockton-Oakland jurisdiction will be dispatched by the Oakland office. The Stockton office will dispatch for the job as it progresses into San Joaquin County.

Service Construction Company of Sun Valley, California, is under way with its \$700,000 job the Department of Water Resources west of Vernalis for the relocation of approximately 3000 feet of the Delta-Mendota Canal and a bridge to be constructed over the new channel. The State Division of Highways has indicated that the present canal location falls within a proposed divided highway cloverleaf that will eventually become a part of the West Side Freeway Construction work for the freeway will move into high gear during the next two months according to contracts scheduled to be let by the Division of Highways.

On July 7 bids will be opened for a 13.1 mile leg of the new divided freeway which extends from Del Puerto Canyon Road west of Patterson to the San Joaquin County line. On July 21 bids will be called for an estimated \$4.5 million for construction of 9.2 miles of freeway from Stuhler Road near Newman to the Del Puerto Canyon Road in Stanislaus County. On July 30 bids will be called for on the northern segment which has an engineer's estimate of \$3.5 million to cover the first stage, consisting of twin bridges across the California Aqueduct and an interchange at Chrisman Road.

Another twin bridge site about two miles north of the Stanislaus County line will be opened for bid July 7 with \$350,000 available for the project that will eventually lead into freeway work for Highway 132. The highway will be re-routed to Kansas Avenue. This route is north of the present Maze Road highway.

The contracts mentioned are only a few of those that must be

## ENGINEERS NEWS

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## Those Horrible Unions

In Vancouver, British Columbia, the most popular feature ever carried by the Vancouver Sun proved to be the following, recently published article entitled, "Better Off Without Unions?"

"How much better off would we all be without unions? Yes, how much? Before the unions came a man was free to do an honest day-and-a-half's work for an honest day's pay. He was at liberty to stand on his own heels and bargain with the boss. He could be pushed around at any time. Nobody regimented him against it.

"The unions have changed this. Today not even the non-union employee is free from the evils of unionism. As a result of union people being dragooned into accepting pay raises, many non-union people have been intimidated into accepting raises too.

"I speak with sad, personal experience. I once, misguidedly, helped organize a union. My hopes for greater individuality were high. Imagine my remorse when I saw what unions really do to you.

"The good old six-day week, that we employees knew so well and were so attached to, was scrapped! In its place the five-day week was foisted on us!

"Instead of being free to work 70 hours in six days, we were quickly coerced into working 40 hours in five!

"And from the very moment the unions got us, we had to take more pay!

"To show how unions treat you—for every \$20.66 a month raise the union forced on us, we had to pay, I believe it was, as much as \$1.01 in dues!

"The state of union members' wives must be particularly trying!

"In place of the happy times of long hours, low pay and personal insecurity, unions have compelled entire families, indeed entire communities, to accept a better standard of living."

let to complete the new freeway in this district. Contracts to cover work from Tracy to Stockton and north toward Woodland are still to come.

Other contracts to be let this month are the 3 miles of State Route 4 in the vicinity of the Calaveras and Alpine County lines, 2.1 miles of state highway 20 miles west of Modesto to be graded for a four-lane divided highway, overcrossing road approaches and ramps and various resurfacing jobs in San Joaquin, Calaveras and Tuolumne Counties.

Bids totaling more than \$5 million were recently opened for construction of the second 400 bed institution at the Northern California Youth Center southeast of Stockton. Low bidder on the third phase at C.Y.A. was Continental-Heller Construction Company of Sacramento at \$3.75 million. Ets-Hokin Corporation of San Francisco was low at \$610,000 for the electrical work; R. W. Hubbard of Stockton at \$500,000 on the heating and W. T. Gibson also of Stockton at \$350,000 on the plumbing.

Claude Wood Company of Lodi was low bidder on a Country Road job on Woodbridge Road at \$136,000.

The mountain jobs have all resumed operations with long hours to make up for the delay this past spring caused by unstable weather.

Matich Corporation finally completed its freeway job through Modesto and expects to wind up the Ceres freeway job this month.

It seems that the same grading and paving firms in Stockton, Lodi, Tracy and Modesto continue to grab off the jobs that come up for bid.

## More - Agreement

Continued from Page 1—

chines Two (2) or more Scrapers cover 75 cy "struck," m.r.c.)

Power Shovels and Draglines (over 7 c.y.m.r.c.) (Assistant to Engineer required; an additional Assistant to Engineer is required if the shovel or dragline is electrically powered.)

Wheel Excavator (over 750 c.y. per hour) (Two (2) Operators and one (1) Assistant to Engineer required; any additional assistance shall be by Assistants to Engineer)\*

GROUP NO. 11B \$6.35 \$6.69 \$7.06  
Operator of Helicopter (when used in erection work)

Foreman, Shifter, Heavy Duty Repairman Foreman, Master Mechanic \$5.55 \$5.84 \$6.16

\*In each instance in which (1) or more Assistant to Engineer is required, subject to the provisions of this Agreement, an Indentured Apprentice may be employed.

\*\*When the Engineer needs assistance an Employee covered by this Agreement (Assistant to Engineer)\* may be employed.

## INDENTURED APPRENTICES

(Section No. 13A)

The wages, rates of pay, hours of labor and the other conditions of employment of Indentured Apprentices shall be governed entirely by the terms and conditions of this Agreement except as modified in this Section. The education and training of a disciplining of Indentured Apprentices as such shall be and are governed by the Joint Apprenticeship Committee.

Since those Employees in the classification of Assistant to Engineer are being phased out over a period of years and the work of such classification is increasingly being performed by Indentured Apprentices, now, therefore, in order to protect the job opportunities of Employees in the classification Assistant to Engineer who are not Indentured Apprentices, any Class A or Class B Assistant to Engineer who has been currently registered in an Employment Office of the Union for thirty (30) days and is available for work shall have the absolute right to replace an Indentured Apprentice employed as or performing the work of an Assistant to Engineer on a job or project serviced by such Employment Office as of the close of any work week.

The straight time hourly wage rate of Indentured Apprentices shall be the following percentage of the Gross No. 8 of Section No. 12 wage rate:

1st Period Apprentice 70%  
2nd Period Apprentice 75%  
3rd Period Apprentice 80%  
4th Period Apprentice 85%  
5th Period Apprentice 90%  
6th Period Apprentice 95%

Whether an Indentured Apprentice is a first (1st) period Apprentice through the sixth (6th) period Apprentice shall be determined by the Joint Apprenticeship Committee and its decision shall govern.



# ENGINEERS NEWS

STATIONARY ENGINEERS LOCAL 39

OPERATING ENGINEERS LOCAL 3

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## Signed Agreement Ends Months of Preparation

After months of preparation and hundreds of hours at the bargaining table members of the northern California portion of Local 3 are assured of an enviable agreement with the Associated General Contractors, Engineering, Grading Contractors Association and the independents.

The significant factor in these negotiations is that members of Local 3 did not have to stop work to reach a satisfactory settlement. Other building trades unions and our sister Local in southern California, southern Nevada and Arizona are still "out."

### STATESMANSHIP

The Local 3 agreement is due in large to the labor-management statesmanship displayed in arriving at a satisfactory agreement.

While the Bay Area Building Trades achieved a shorter work week it should be noted that the Local 3 team, headed by Business Manager Al Clem, achieved the same effect through the "crew concept" (this will be explained in further detail in the August issue of "The News") which will retain a better "take home pay" picture.

### LOPSIDED VOTE

The overwhelming majority of the membership showed its confidence in Brother Clem's good judgment and ability to get the best obtainable agreement with a 4553 to 88 affirmative vote.

The agreement was signed this week, and full details are not available for release at this time. Next month, however, we expect to go into detail regarding wage increase, working conditions and additional fringe benefits Local 3 members are assured to receive.

### BOARDMAN TO TOP STATE POST

Local 3 Trustee Al Boardman recently was named to a top post with the California State Industrial Accident Commission by Gov. Edmund (Pat) Brown. A civil engineer, Brother Boardman served the International office in San Mateo and California Conference of Operating Engineers. We salute Brother Boardman!

## A Crisis for the 'Kids'

The May unemployment figures translate into a relatively simple summary: all areas of unemployment are showing a gradual improvement except the "kids."

All the measurements showed rates of unemployment roughly comparable with the rates in 1957, except for the teenagers. The teenage jobless rate is up sharply from the 1957 level and has shown no real improvement so far this year.

If the May rate of 14.5 percent continues in June, the number of teenage unemployed is estimated at 1.9 million—compared to 1 million in May.

The President has warned that this situation will result in an unemployment crisis "of the first order" this summer and has called on employers to increase their work force by 1 percent by hiring additional young persons. Labor is supporting and cooperating in this campaign; but at best it is a stopgap operation.

Job-creating public policies that will create permanent employment for the millions of youngsters coming into the labor market are the only long-term answer to the problem.

## More--Manager's Memo

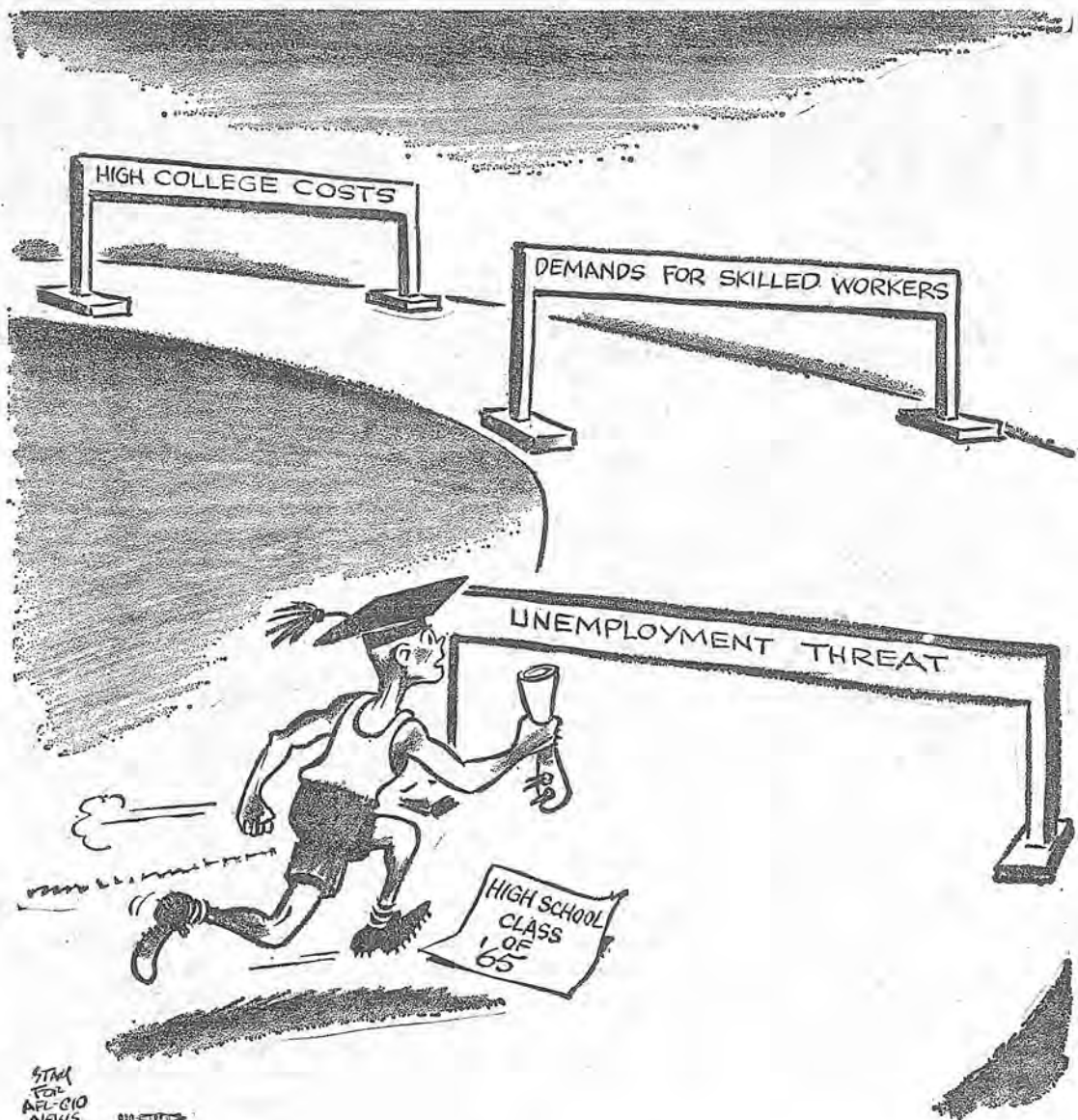
Continued from Page 2—

you will be receiving shortly a report on your future pension credits and the hours you worked last year. This is an additional service afforded the membership.

During the past month we were successful in winning three N.L.R.B. elections; Baroid Division of National Lead in Dumphy, Nevada; William P. Wilson & Sons in Woodland and Remco Hydraulic in Willits.

### LONG AND SHORT AGREEMENTS

During the month of June there were 5057 men dispatched to various jobs. There were 9 regular agreements signed and 1 short form agreement signed.



### HOW TO BUY

## Cornflakes Are the Berries

By SIDNEY MARGOLIUS

That family on television eating corn flakes with freeze-dried sliced strawberries right out of the box apparently didn't figure the cost or they wouldn't be smiling so happily.

This latest in a long line of modern convenience foods turns out to be another costly one. At 55 cents for an eight-ounce box, you get 17 to 19 cents worth of cornflakes plus approximately 15 strawberries, worth at current prices about 18-20 cents (and less later in the season).

The freeze-dried strawberries are one of the first appearances on the market of a relatively new form of processing. First the product is frozen. Then most of the moisture is removed in the form of ice crystals. Freeze-dried foods keep their original shape but look much like a dried out sponge. To rehydrate them, you simply soak them in water or other liquids. In the case of the freeze-dried strawberries in the cornflakes box, the milk you add to the cornflakes, softens and rehydrates the strawberries.

A number of other freeze-dried products are appearing on the market besides the strawberries in the cornflake box. Some of the dried soups contain freeze-dried ingredients such as chicken, beef, onions and mushrooms. A number of freeze-dried fish, chicken and meat products also have been developed, such as diced chicken, diced beef, even scrambled eggs. These have been used mostly by restaurants, institutions and campers.

### LONGER STORAGE

It is not our purpose to knock the new process. Freeze-dried foods can turn out to be a boon if the price comes down to reasonable levels. For one thing, the new process will permit produce meats and other foods to be stored on your kitchen shelf for as long as two years without refrigeration.

Already, the long storage life and light weight of these products are proving useful to campers. For example, the process reduces ten pounds of chicken meat to about three pounds of freeze-dried chicken. The taste is a little less certain. One U. S. Agriculture Department taste test found 15 freeze-dried products rated as highly in flavor, tenderness, etc., as their canned or frozen equivalents; ten, poorer, and three better.

The three highly-rated freeze-dried products were beef noodle soup, chicken noodle soup and shrimp creole. The freeze-dried beef products were generally considered somewhat inferior; the chicken products, slightly inferior, and the seafood products about the same as their frozen counterparts.

In the case of the corn flakes with freeze-dried strawberries, the manufacturer has added artificial

sweeteners. So there is no question but that these are sweet strawberries. The manufacturer then has made a virtue out of necessity by plugging on television the fact that the strawberries are low-calories even though presweetened.

The TV housewife says, "I can't believe it!" This proves she not only didn't look at the price on the package before she bought it, but didn't read the list of ingredients either.

But when the TV husband sees the family's food bill for the month, he, at least, will stop grinning. This is the real problem in freeze-dried foods, and in many convenience foods in general.

### LET'S KEEP INFLATION OUT OF THE PANTRY

What's most amazing about cornflakes and strawberries is the way women are buying them as the result of the TV commercials without seeming to evaluate what they get for their money. The price of 55 cents (sometimes more) is printed plainly. So is the weight: eight ounces. That's \$1.10 a pound, or the same price as steak.

Cornflakes and strawberries are manufactured by Post, a division of the General Foods Corporation. The chairman of the board at Post wrote that recent article in Look Magazine, "Let's Keep Politics Out of the Pantry." The article opposed further Federal laws which have been proposed to help consumers, and especially, the "truth in packaging" law. This article argued that "Americans eat so well and so conveniently for so little."

Once families realize how much they pay for the "convenience" of not slicing their own berries, bananas or other fruit, they may be more concerned about keeping inflation out of the pantry than politics.

In general, ready-to-eat cereals have become one of the most-frequent family money leaks. Ready-to-eat cereals usually cost about twice as much per serving as cereals you cook yourself. Nor do they provide as much nourishment per serving. A one-ounce serving of oatmeal costs a little over a penny and yields 4 grams of protein. A similar serving of cornflakes costs 2.5 cents and yields a little over two grams, and also less of other nutrients.

But even among dry cereals, each added convenience costs you disproportionately more. If already presweetened with a sugar coating, you pay approximately 20 per cent more. If packed in individual serving boxes, you pay 70 to 100 per cent more than in the large boxes of the same cereals.

Incidentally, the presweetened cereals not only cost you much more but are inferior in the quality of nutrition for the same weight. They usually provide only about half as much protein as the same weight of ordinary ready-to-eat cereals.



## Jobs, Jobs Everywhere

## San Jose Musters for \$10 Million Mall

By BOB SKIDGEL,  
WM. HARLEY DAVIDSON,  
G. L. MOORE,  
JAMES N. HALL  
LAKE AUSTIN

SAN JOSE — Work in the San Jose Area is moving ahead nicely. The out-of-work list shows evidence of the prevailing activity, and with new work opening up and new contracts being awarded, the outlook is "nothing but the best" for the Brothers.

Construction has started on the third largest shopping Center in the North County; \$10 million Mayfield Mall. The 28 acre project at San Antonio Rd. and Alma Street should be opened in mid 1966. Sondgroth is busy on this one.

Freeman Paving has started clearing the new extension of Lawrence Station and the freeway from Stevens Creek to Quito Rd. which will follow Saratoga Creek. Freeman is also busy black-topping and finishing Alma Street in Mt. View.

Sondgroth Brothers is busy with various street jobs and subdivision work in the area.

L. C. Smith is still doing sub-grade work on their section of Bayshore at Homestead Road and Gordon Ball is setting up a Batch Plant for the cement paving mix there.

## HIGHWAY NEARLY FINISHED

A. J. Raisch has two sections on Lawrence Station Road going at this time, paving on one and grading on the other. When these two jobs and Freeman's section are finished the east-west thoroughfare, which has been badly needed will be complete.

Huber Hunt and Nichols, Inc. of Sunnyvale is the prime contractor for the \$5 million expansion program at the General Electric Plant on Monterey Road at Curtner in Sunnyvale. Under the project supervision of John R. Hamby, work has started on five additional buildings. Excavating and paving will be done by Sondgroth Brothers, steel erection by Herrick Bridge and Iron; mechanical contractor is O. C. MacDonald.

The W. J. Nicholson Company will be starting soon on a new American Red Cross building at McKendrie and Ruff Streets in San Jose; bid was \$323,000. The low cost of this facility is made possible by the fact that some of the building materials and professional services were donated. Target date for completion is November, 1965.

## TALLEST BUILDING

The tallest building in Santa Clara will be the University of Santa Clara's 11 story Benjamin Swig Hall, at Market and Alviso Streets in San Jose. This \$1.8 million project typifies the dramatic construction boom at the University. The completion date for this building is set for September 1966. Carl Swenson is presently busy on the foundation work.

Wattis Construction was lowest of seven bidders in picking up contracts for street work, and storm conduit on the following streets in Saratoga: Thelma, Hammons, Franklin, Saratoga Vista and Court — all east of Highway 9. Work will be starting in a couple of weeks.

Construction has begun on phase one of the seven story

science building at the San Jose State College. Wheatley and Jacobsen is the prime contractor on this one with a bid of \$3.16 million. Raymond Concrete Pile will be driving pile and Lark Shrader will be doing the excavating. Civil engineering will be handled by Badger and Company. Project Superintendent Bris Braley says approximate completion date will be June 1966.

## COURTHOUSE SQUABBLES

The proposed Santa Cruz courthouse is creating no end of squabbles among the County Supervisors. The architects estimate was \$5.1 million, estimated on construction costs of several months ago, when the bids were originally to be opened. The delay resulted when local judges and attorneys fought with the Supervisors for changes in the courthouse design. There were seven bidders on this one. Apparent low bidder was Jasper Construction Company of Santa Cruz at \$5.85 million. Nomellini Construction Company of Stockton was high at \$6.57 million. All action on the bids is at a standstill right now.

One of the most unique ground breakings in Santa Clara's history took place the other day at Stevens Creek and Winchester Boulevards. Setting in motion a \$2.4 million project which will provide a major facelifting for Stevens Creek Road. Because Stevens Creek Road is the dividing line between the cities of San Jose and Santa Clara, any action to improve the roadbed must be a co-operation effort between the cities and county.

Property owners are providing by dedication or acquisition all frontage involved in the widening, and up to \$14 a front foot for improvements. A feature of the rebuilt road will be its 3.5 miles of left-hand turn lanes. When completed, the boulevard will be 120 feet wide with curbs, gutters, high level street lighting and new signals. Piazza Paving will be doing the work.

## RESURFACING JOB

The State Division of Highways will call for bids on June 30 for reconstruction of outer traffic lanes on and resurfacing of High-

way 101 in Gilroy. This project calls for the work to be performed between 8: p.m. and 6:30 a.m. so that the four lanes will be open for daytime traffic. Work will be broken up into five day units so that each unit may be completed between Monday and Friday.

W. H. Ebert Construction Company of San Jose has been awarded a pipe-laying contract which will tie together a continuous water transmission line for Gilroy's five wells. Ebert was also awarded a companion contract for 850 more 12 inch pipe than was called for in the original specs. There will be a total of 6,670 feet of piping used in the project. The purpose of the project is to insure water flow in the event one of the wells fails, or a power failure knocks out a pump.

Work on the whole in the Watsonville, Salinas, Monterey, Hollister and Gilroy area is exceptionally good. Granite Construction seems to have most of the work in the Watsonville area. George Davis, who was low bidder on the Watsonville High School job was off to a good start when the job was shut down because of sub-contractor difficulties. The sub, Inland Steel, would not agree to resubmitting the heating facility portion of the contract to bid. So the \$497,000 project will be held up. The disagreement is over a \$16,500 item.

## BILL PASSED

Fort Ord, the Naval Post Graduate School and the Presidio at Monterey were assured various construction projects when the House of Representatives passed the 1966 Military Construction Authorization Bill. The bill includes \$974,000 for maintenance facilities at Fort Ord, \$2.14 million for Academic facilities and an undetermined amount for 208 family housing units at the Naval Post Graduate School. Authorized for the Defense Language Institute at the Presidio was \$3 million which included \$1 million for Academic Buildings, \$1.67 million for student dormitory and mess halls and \$361,000 for bachelor officer quarters.

Granite's job at the Monterey

Airport is going strong as is its River Road job in Salinas. Granite was also low bidder at \$84,264 for resurfacing the existing highway between Green and Riggs Streets, Granite Rock, at Aromas Quarry, is working two shifts on part of the plant and long hours on the other portion. Everybody is busy trying to get rock out to the many jobs they have spread all over the area.

Wilder and Jones Inc. has the contract to replace water service lines to five hundred housing units in Bay View Park at Fort Ord.

The A. J. Diani Company has started the Interlake, Phase No. 4, Country Road Project. This one is going well under the able supervision of Harley Breuklander, and will provide about 85 days of good work for the Brothers in the Lockwood area.

Alex-Robertson-Bakersfield Inc. has started work on its pipe line job of 24 miles of 12.75 inch pipe to be installed between San Ardo and Estero Bay. This is a \$900,000 job and 10 of the Brothers are happily employed on the project.

Work has started on the \$107,000 Ted Watkins highway construction job which includes an off-ramp from the main highway at Soledad. Frank King will run this job for Ted.

Kester Construction is doing the new trailer park job in Felton. The job should keep a few of the Brothers busy all summer.

## NEW KAISER PLANT

Kaiser Refractories, a division of Kaiser Aluminum and Chemical Corporation, will be building \$1.7 million of additional facilities for production of high-purity periclase and specialized basic refractory grains. The new facilities will be added to the present plants in both Moss Landing and Natividad. Plans include installation of kilns and attendant equipment to include production of K-grain periclase, which is composed of 98% magnesia. K-grain is used in making high purity basic refractory bricks and mixes for use in the steel and cement industries. Periclase made in the Moss Landing plant will be used to manufacture refractory brick.

Apprentice Future  
Bright; Learn  
Everything Right

J. H. McMANUS

This is the time of year when we step back and take a look at the things we have accomplished in the recent past. Fellows, we're proud of our accomplishments. First of all, we have been awarded the William Patterson prize for our program, which is no mean feat in itself and took a great deal of time, work and co-operation. Secondly, we have just graduated our yearly group of Journeymen who will grow and grow in knowledge and skill over the years to come. Each time a Journeyman group joins the ranks of industry, we have hit the bulls-eye. We have raised our sights for the years to come with the best possible apprenticeship program. As a result, we can expect the best journeymen in the industry.

Central California is holding its own for the Engineers. Men are working in the High Sierras and on the delta as well. Hell-hole is a man's job yet apprentices are on the job and doing well. On roads, repair jobs, sewers, air strips, dams, rentals and you just name it, you'll find an apprentice helping to build something somewhere. At Oro-dam, Thermalito Power-house, Hell-hole, Orland-Sacramento-Chico and "just out of town" (nearly any old town) on freeways and bridges — we are helping.

Work is slow in coming but it will get here, and with the summer season Let's hope the dirt will fly. The apprentice is the reserve manpower for the industry and all he needs is the chance to prove himself with the helping hand of the Old Timer. You don't get to be an old timer the easy way, and our way isn't easy either. Every time the Old Timer accepts us for what we want to become, then the Union makes an important advance.

Old Timers can help their union by attending any apprenticeship meeting and by asking questions of apprenticeship. What is the program? What does it do? Why does it operate the way it does? Who makes the program? and What can I do to help? LET'S OBLIGATE!



**DAM PICTURE . . .** Here is photo showing Local 3 members working in West Pakistan on the Mangla Dam. Jim Watts, equipment foreman at Mangla, stopped by Local 3 office the past week while enroute to Brazil. To left is aggregate plant.



## Santa Rosa Drives Golden Spike

By RUSS SWANSON,  
LOU BARNES

SANTA ROSA — With the driving of the "Golden Spike" marking the finishing work on the 100 miles of railroad repair between Willits and Ukiah, a good and profitable job came to an end. All the dignitaries were on stage and guess who got the credit for putting the railroad in order? You guessed it, everyone but the Operating Engineers and Morrison & Knudson Company, who together were most instrumental in getting the trains running again. Although it wasn't heard from the Congressmen who spoke at the ceremony, congratulations to all of you Engineers and to Morrison and Knudson for a tremendous job well done.

New work in the area: Charles Chandler's Santa Rosa Creek project is beginning to show some progress, though it is a particularly tough job because of the continuous flow of water (mud from one end to the other). Brother Dick Cunningham is the Superintendent and Alden Springer the Pusher. Dick says that the good progress is due to the caliber of men we have been able to supply. Fredrickson Brothers is coming along well on its job with Archie Edmonds as superintendent; another tough one because of the rock and traffic problems. Hughes and Ladd and Siri have started their Lake County job which should be a good one (all flat terrain), and should keep several of the Brothers busy for the remainder of the season. Argonaut Constructors is a busy firm, with its underground division working in various locations throughout the area. Argonaut is expanding its operations every year and has just added a Northwest Backhoe to the fleet. Arthur B. Siri, Wright and Oretsky were awarded another contract at the Sonoma State College site in the amount of \$1,506,000 for site improvement: curb, gutter and landscaping. A three man survey party was placed on this one. Reichhold and Jurkovich has just been awarded a sizable contract for plant mix overlay and road repair in several locations around the area.

There has been nothing new on the Warm Springs dam job since the last report but because of the interest shown there will certainly be some activity in the 1966 season.

## Curley Spence Retires

On July 1, 1965, H. L. "Curley" Spence retired as a Business Representative after serving 25 years for the Operating Engineers.

He joined Local 59 of San Francisco on November 27, 1933, when he was steward on various jobs in and around the Bay Area. He later served on the Executive Board of Local 59. He was appointed Business Representative for the Operating Engineers Local 3 on July 1, 1940, where he served until this month.

At 62, Curley plans to stay in the Bay Area. He asks that the Brothers call on him if he can ever be of help. His future plans include fishing, boating and lots of traveling with his wife.

## Sun-drenched at Last

# Freeways, Bridges Bloom at Fertile Eureka

RAY COOPER,  
H. L. "CURLEY" SPENCE

EUREKA—Around the Eureka district, after three of four days of sunshine, the first since the big flood in December, work on the Highways, byways, rivers and bridges has finally begun to pick up. Fredrickson and Watson has two big jobs, one just north of Gasquet, California on Highway 199. There are two bridges going in here, along with alignment work. A good manw Brothers are working on this job.

Fredrickson and Watson also has a project at Klamath where 5.5 miles of four-lane freeway on U.S. 101 is being graded and paved. Wunderlich Company moved all the dirt on this job last year.

In addition, Fredrickson and Watson has a large crushing plant, C.T.B. plant and a hot plant on the Klamath River to furnish the material for the whole job. This will be a high-ball job because time is short. C. K. Moseman Company is working like blazes trying to finish the new bridge across the Klamath River before the high waters of the rainy season come.

Granite Construction Company has the north approach to the big bridge in fair shape after being

flooded out. Ed Desjardin Construction Company has the bridge job across Patricks Creek on U. S. 199 and approaches. Combo Company has the sub for the dirt on this one.

### 8.5 MILES RIP-RAP

Lewis and Nicholson has 8.5 miles of rip-rap along Smith River on U.S. 199 from Gasquet to Idlewild, where the raging Smith River washed out all of U.S. 199 in December 1964.

Granite Construction Company has most of the dirt moved on its U.S. 299 Highway at Blue Lake. C. K. Moseman is well along with the bridge and over-pass here, while Matt Siegel Company is working on another over-pass nearby.

Granite Construction is off to a good start graveling and paving Highway U.S. 299 at Redwood Creek. While Hughes and Ladd's bridge job here at Redwood Creek is moving ahead nicely. When the two jobs are finished there will be a vast improvement of Highway 299 from Eureka to Redding. Tourists, fishermen and logging trucks will appreciate this improvement.

### TUGGER HOIST WORK

Thomas Construction Company has the three foundations dug and one poured for the bridge

that crosses the Klamath River at Willow Creek. This has been an excellent job for the tugger hoist men.

Mercer Fraser Company is busy on Highway 96 from Weitchpec to Orleans taking out the slides, replacing the slip outs and graveling and paving the road. Casey and Lind Construction Company of Portland, Oregon moved all the dirt on this job last year.

The State of California is using a good deal of casual labor on rented rigs from Weitchpec to Pecwan along the Klamath River.

Baldwin and Warren Construction Company has three jobs in the Eureka area, one building the Marine Laboratory at Trinidad and two bridge projects on U.S. Highway 36 — one at the 13 mile crossing another at Pepperwood Falls. Maurer Company is sub for the realignment and approaches to the two bridges. Considerable equipment is being used on these two jobs.

Marlin Tryon Company's rock crusher is set up on the Mad River crushing rock for the Parks and repair work along U.S. Highway 36.

Schoop Company of Redding has a good sized sewer job at Hydenville.

Arthur B. Siri Company has just about finished the overpass and approaches on U.S. Highway 101 at Arcata, California. When traffic is rolling over this one Siri starts another just like it at 7th Street in Arcata.

C and M Construction Company has returned to finish its road job at McNutt Gulch in Petrolia.

Alliance Construction Company, recently bought by Carmichael has a road job in the Petrolia area. Jerry Carmichael seems to be doing O.K. in his new venture.

### 100 MILES

Morrison Knudsen Company has just about finished the hundred miles of railroad and bridges from Willits to Eureka — a titanic effort.

Meanwhile, the Morrison Knudsen Company Highway crew has started its Highway job at Dean Creek where John W. Petersen Company is finishing its grading for the new Conservation Camp.

Peter Kiewit Company has most of the pile driven for the dock for Crown Simpson's new pulp mill at Fairhaven.

Willamette Tug and Barge Company of Portland has a floating pile driver on the Georgia Pacific wharf job at Samoa.

## Weather Good, Test Track Fast:

# Shell Refinery Calls Out Big Cranes

By ED HEARNE, "TINY"  
LAUX, TOM CARTER, STAN  
GARBER, JERRY BLAIR,  
BUD MALLETT

OAKLAND — At the Shell Refinery in Martinez good progress was made this past month. C. Norman Peterson Company and Fred Early Company have big crews finishing the preliminary work for C. F. Braun Company and the Flour Company. At the present time, Braun has one truck crane, a 50 ton American Crane and one A. W. A 160 ton American is expected sometime in July. Later, when the pipe work starts, Braun will add more A. W.'s and other equipment as needed. Flour Company has started some of its work and is hoping to be in high gear in about a month. They will have one 160 ton American, two 50 ton Americans and several smaller cranes. Some of the heavy lifts will be done with stiff leg cranes.

Chicago Bridge and Iron has its 50 ton stiff leg crane set up and has a good start on the large vessels and tanks, three of which are over 150 feet high.

Ralph M. Parsons Company is keeping about 20 Engineers busy placing and erecting pipe on the project. Winton Jones has finished most of the dirt work, but still has a few rigs building roads and doing small jobs throughout the refinery.

On the Walnut Creek Canal, Western Pacific Dredging is pumping about 12,000 yards per day. At this rate, they will have no problem holding their schedule.

Eugene Luhr Company is mak-

ing good progress with their 4500 Manitowoc Dragline. About 10 Engineers are busy on the job and will be all summer. Roberts Brothers is working the upper section of the canal with two 619s and three cats on the job, as well as three DW 15s.

In the Moraga area, Gallafher and Burk has three large subdivisions underway. One of these involves over .5 million yards of dirt. Martin Brothers is presently working two big dirt crews on its subdivisions in the area. Independent Construction Company has twelve rigs on the Vista Hill Subdivision in Pleasant Hill moving around 300,000 yards.

On the Rapid Transit job, Massman Company is pouring and setting two girders per day and the overhead section is taking shape rapidly. Some of the test track has been completed and B.A.R.T. is testing the rolling equipment at night.

### SOUTHERN ALAMEDA

For the second time, the State Dept. of Water Resources has awarded a contract for the reconstruction of a county road at the site of the Del Valle reservoir near Livermore. A \$1 million contract was originally awarded to Liton constructors and Lloyd J. Rodoni and Son, but the joint venture refused to sign the contract and claimed an error in computation. The department gave the contract to the second low bidder, Lee Stephens, Inc., for \$1.2 million. The road project is seven miles long and connects Mines Road and Naftziger Ranch. It is scheduled to be completed in November 1966.

The State Water Resources

Dept. will spend \$4.3 million in Alameda County during the next three months on added construction of the Delta Pumping Plant and the South Bay Aqueduct. The Alameda projects are among \$38 million in Northern California jobs put up for bid recently in Sacramento.

On Wunderluch's 17.5 mile canal job near Byron, beginning at the Delta pumping station and ending southwest of Tracy, a good start of one shift of eight hours a day has been made. At this time approximately 45 pieces of equipment are in operation. The supervision is as follows: John New, project manager; E. J. MacAlexander, equipment supt.; Brother G. Pat Steward, superintendent. For the shifters: Brothers Don Sutherland Larry McCormick, Byron Fenn and Maurice Parsons. Brother Harry Reeves is the master mechanic and foremen mechanics are Frank Martin and S. J. Cox. Looking over the lubrication end is Brother Max Morelock, fore-

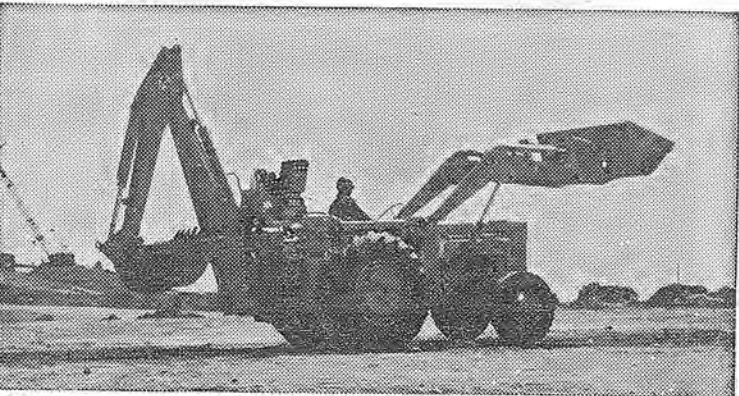
man. There will be approximately 60 operators and oilers on the spread.

Redgwick and Banke has started work on its Harder Road job in Hayward. The clearing will be done within a week and work will start on the dirt with two new "B" Hancocks. There are 700,000 yards to move. The job will make a new access to the California State College from Mission Blvd.

Redgwick and Banke have started on its \$200,000 resurfacing job on Chabot Road from San Leandro to Castro Valley.

Redgwick and Banke were awarded a sub-division in the Bay Vista tract in San Leandro. There are approximately 500,000 yards to move. These jobs will keep many brothers busy for a long while.

Williams and Burrows is completing the building of Chabot College. J. H. Fitzmaurice has the \$500,000 contract to landscape all tracks, fields and planting areas.



SILHOUETTE . . . at the Oakland Metropolitan stadium and coliseum dirt spread this loader is framed against the sky and spread.



510 Dispatched in June

# Sacramento — Tunnels, Dams, Freeways

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

SACRAMENTO—Work in the Sacramento area is going full tilt but we still have a large "Out of Work" list. There is still a good bit of work to be let here in the Sacramento Valley but it is slow in coming. Hopefully it will be ready to start on next year.

With a fat out-of-work list at this time we have still dispatched 510 Brothers during the past month.

Peter Kiewit and Son was awarded a \$6.9 million contract for the construction of a one mile portion of the W-X Street Freeway. This portion consists of a viaduct across a park and a bridge across a pond. The major portion of the project will be built with imported fill material. This section will connect with the portion now under construction by Kaiser Steel at 5th Street. The remaining portion of this freeway from 18th to Alhambra Boulevard will be let later this summer. It will take 2½ years to complete this project.

Kaiser Steel, on its portion of the same freeway, is coming along fine with the steel. There are about 20 more girders to set before the big stuff is in place. Fruin-Colnon has the concrete work on this job and keeps three cranes busy pouring the columns and caps.

Peter Kiewit and Son is coming along well with its two projects on the 29-30th Street freeway. The deck is poured on the first portion and work has started on the second.

Ball and Olsen was awarded the contract for the Elvas Freeway job which ties on to the end of Kiewit's job at A Street and runs to Arden Way. This job consists of building two lanes between the four existing ones, including a bridge across the American River. The same company is putting the finishing touches to its job at Madison Avenue and Interstate 80.

## UNDERGROUND

There have been several large underground jobs awarded in the past month. Ham Brothers of San Diego bagged a \$700,000 contract for work along Madison Avenue, Mariposa Avenue, and Greenback Lane. Steve P. Rados, Inc., and Somar, Inc., of the Los Angeles area were awarded a similar job in the Fair Oaks area, while A. Teichert and Son started its pipeline job in the Elder Creek area.

A. Teichert and Son was again low bidder on a \$590,000 contract to widen Morris Creek from 47th Avenue to Power Inn Road. They were already working on a contract to widen this creek from 47th Avenue to Franklin Boulevard. These contracts, together, make a very good dirt job. Nearby, Teichert has started excavation work on the huge Hale's Broadway Shopping Center. More than 260,000 yards of dirt will be moved at this site. Teichert has several other projects going in the area including the excavation work on the new Formica plant on Highway 99E between Roseville and Lincoln, which will be built by Stolte, Inc., on a \$6 million contract.

Granite Construction Company

is busy on several jobs in the area, widening Franklin Boulevard, Sunrise Boulevard and Madison Avenue to four lanes—to name a few. Granite also has a pipeline job going on Fair Oaks Boulevard in addition to several subdivisions.

## PLANTS AND SHOPS

The Brothers employed by Northern California Euclid are very busy repairing various types of heavy equipment. The Brothers who are employed in the transmission department are working 10 to 12 hours a day to fill customer orders.

International Harvester, George Philpot, Tenco Tractor and Rhea Tractor Company are keeping many of the Brothers extremely busy also.

The Arden Sand and Gravel Company and Pacific Coast Aggregates at Fair Oaks are running a two and three shift operation filling the various sub-contracts for base rock, etc. These two plants, along with Teichert Sand and Gravel, keep many Operating Engineers very busy throughout the summer season.

A contract was recently negotiated and ratified for the employees of Interpace Pipe Company at Lincoln. This plant keeps about 150 Brothers working on a year around basis.

The L. R. Murphy Scales Company of Sacramento has about fifty Brothers working at the present time, as does Sierra Bit and Drill in Roseville. These two companies recently entered into a collective bargaining agreement with Local 3.

The Darkenwald Construction

Company has started enlarging the Drum Forebay. Gravelle and Gravelle has the clearing on this job, which will last about two and one half months, and employ about 20 of the Brothers.

## HELL HOLE

Over on the American River Project things are humming. Hell Hole Dam is going two shifts, six and seven days a week. The shops are on a three shift basis and are also working six and seven days.

The dam at Oxbow is moving along fine and will be above the water in a few more weeks. Work is starting again at the Interbay dam with the approval of the State. The tunnels are all coming along fine on the project. Concrete work is finished at the Hell Hole portals and they are concreting the upstream end of the Long Canyon tunnel. The upstream end of the Brushy Canyon should hole through in a few weeks, and by September of this year, according to the Engineers, most of the tunnels should be holed through.

Fadel's job at Nevada City is beginning to move out. This job has a good deal of underground drainage and until the pipe is in, the dirt moving is spotty and slow.

Delzer Pipe Line Company was the low bidder on the Diamond Springs Sanitation District No. 2 pipeline job. This job, consisting of 17,000 feet of pipe, should start soon. About \$500,000 is involved.

Granite Construction Company should finish up on the freeway at Pollock Pines some time in

July or early August. Granite will be moving the plant and shaping up the pit, which should give some of the Brothers work most of the season.

## POLLOCK PINES

Kuckenburg Construction Company and the Fadel Construction Company are working long hours and making good progress on the freeway west of Placerville. The next section of road to be completed will end the bottleneck from Sacramento to Riverton.

J. A. Jones Construction Company is working on the White Rock Excavation and Penstock. The White Rock Powerhouse has not been let yet.

Gates and Fox are sub-contractors for the Walsh Construction Company and are doing the excavating on the Keyway for the Slab Creek Dam.

There are still two tunnels to be let in the area. Boyles Brothers Drilling will soon start the core drilling and its jobs at Brush Creek and Loon Lake.

The White Rock tunnel is still making good footage and is on schedule so far. They have hit some bad ground but have put plenty of steel into this 26 foot tunnel. Two shifts are working on the shaft. There is one more shaft to go plus the concrete.

One of the old-time Brothers, Joe Graf, at the eight mile station, was pinned to the wall by a car whose brakes failed. The Business Agent, Al Dalton, was getting gas at the time and took him to the Marshal Hospital in Placerville. He is getting along well but will be off for a few days.

## Vallejo Report

By AARON SMITH

VALLEJO — Parrish Brothers is in the finishing stages of paving on the redevelopment project in Vallejo.

Erickson, Phillips and Weisberg has made quite a showing driving the piling on its job across the Napa River with Pomeroy Inc.

Ben C. Gerwick is doing a small job on the waterfront in the Benicia Arsenal.

M. K. Darkenwald, Inc. has completed its detours on the Benicia Cordellia Freeway with Industrial Asphalt doing the paving. Rush Construction Co. is busy at one quarry making the material for the hot plant, and M. K. Westbrook is making the base rock. Raymond Concrete is driving the piling for the overpass; Lew Jones is putting in the structural work.

Ball, Syar and Harms has some grade finished and should be moving in a concrete crew in the next few days between Fairfield and Vacaville on Highway 40.

Wilmoth Construction is making the dust fly on its flood control ditch job near Dixon. About 12 Brothers are busy, not only moving dirt but fighting those tiny black gnats. Brothers Harry and John are running the job.

Joe Richards of Rio Vista has a number of small jobs all over the area and is keeping a couple of crews busy.

A. Teichert and Sons also have several small jobs going at the present time.

The work has been very good in Solano County with all the boys working. We hope to see more contracts being let in the near future.

## Longest Girder Span

# San Mateo Awaits Giant Bridge Job.

By BILL RANEY  
MIKE KRAYNICH

The San Mateo District, like all others, is in the throes of negotiations. Your officers with special agent teams have been burning the midnight oil for months on major negotiations with large employer groups that hire the large percentage of the members of Local 3.

Each area, district and sub-district has the same or similar time-consuming problems; San Mateo is no exception.

We have recently held pre-negotiation meetings with the Brothers working in various sub-industries such as, the dredging industry, the equipment dealers (shops) and the concrete batch plants. These pre-negotiation meetings are designed to feel the pulse of the members and get from them the items they desire to be incorporated in any new agreements.

These items are then carefully screened to eliminate the illegal, the impossible and duplicate requests. The officers then come up with a set of demands desired by the majority of employees, and these are presented to the employer or his association's negotiating team.

Many negotiating meetings later, a compromise is arrived at which is fair and equitable, and the best possible without a strike.

A series of ratification meetings

is then held for the purpose of giving all members working in the industry a vote on whether to accept or reject the team's efforts.

If ratification is obtained, your officers then return to the bargaining table with attorneys to draft and sign the formal agreement.

It is then sent to the printers and within a few weeks copies can be distributed in each area.

The job is not yet done, however. Agents in each area must then take care of the hundreds of beefs regarding retroactivity of wage increases and, with the help of informed members, see that any new working conditions are lived up to.

Then comes the enormous job of signing all independents to a nearly identical short-form contract. There are literally thousands of these to negotiate and process, often taking many months to complete. When this procedure is nearly finished the contract has about run out, and it is time to start all over again.

During this time, of course, each officer and business representative takes care of all other regular duties assigned to him such as, keeping the office running smoothly, checking jobs, settling beefs, and so forth.

This process, however demanding, is very rewarding, as one can see by looking at all the improve-

ments which have been gained for the members of Local 3 over the years. Each and every member who attends the meetings and votes intelligently on the issues can say proudly: "I helped achieve this." We have come a long way and we are going a lot further. The day is coming when the Operating Engineer can hold his head even higher and know within himself that he is one of the elite of the construction industry.

There have been many inquiries about the proposed high line on the San Mateo Creek Bridge job. So far, there is little or no activity on this particular phase of the job.

Col Wel Construction Company will erect a new Pier FF at San Francisco International Airport. The just completed additions seem to be already overcrowded.

John McGuire will be painting the South San Francisco overpass bridges. This should be quite a trick with the usual afternoon natural air-conditioning to contend with.

Murphy Pacific is expected to start any time now on the \$70 million steel erection job on the new San Mateo Bridge. This one will be tricky as the center span is 750 feet long, the longest girder span in the United States. Kaiser is building a floating derrick capable of handling 500 tons for this job.

Chicago Bridge and Iron will erect a tank to the tune of \$120,000 for storage of water in Pacifica. Their last tank job was plagued by vandals.

Oscar Holmes is starting up again in Foster City after a dull winter. Brother Al Vesley will be in the saddle again.

## FOSTER CITY

C. Norman Peterson will erect a water pumping facility at Foster City for The Estero Municipal District. They only recently finished the Estero Sewage Disposal Plant. The new job will cost over \$300,000.

For the South Countyites: Lowrie Paving Company finally re-opened Middlefield Road at Marsh Road Junction. This has been a major traffic bottleneck for many months.

Guy F. Atkinson has moved into office trailers for the Junipero Serra Freeway extension but work has not yet begun. Here is a \$6.3 million job, with 35 million yards of dirt to move.

As predicted by local tidal experts many years ago, the Pillar Point Breakwater has not worked well. Bids will soon be let for a 1,000 foot arm to the present breakwater opening which should protect the new harbor from sand and make the channel passage much safer in heavy weather. Total estimated cost of this job is \$2.6 million. More details as they become available.



## New \$12 Million Spillway

# Oroville Dam Still Marysville Jewel

By HAROLD HUSTON, W. R. WEEKS,  
WILLIAM E. METTZ, RAY PHENNEGER

MARYSVILLE . . . The work picture in this district has brightened considerably over the last month. Many new jobs have started and most of the old jobs are again rolling in high gear. The Business Representatives are continually checking the jobs to be sure each contractor lives up to the agreement. Again thanks to all the brothers for the prompt way they have been reporting violations when they occur on the job. The dispatcher puts lots of hard hours in every day to fill the jobs as soon as possible, so a Brother engineer won't lose any more time than necessary. If you will not be at the phone number you have listed on the out of work list, please leave a number at the district office where you can be reached. We do not want anyone to miss a job when his turn comes!

Many of the shop agreements are about to expire in this district, and there is a heavy schedule renegotiating these contracts with the changes desired by the Brothers in each respective shop. When the negotiating committee feels it has obtained the best contract the employer will offer, the contract for each shop is presented to the members for secret ballot vote to approve or disapprove the agreement. We are happy to report that we have been able to improve substantially the working conditions, wages and fringes for the brothers in the many shops we have organized.

A hearty thanks to all the Brothers and their wives who have donated blood to the Operating Engineers Blood Bank the past month. The Brother engineers and their families who have used it understand the necessity of the blood bank. The mobile unit of the Blood Bank will be at the Marysville Elks Club on Tuesday, July 13. There are at least two families on Local 3 rolls who need a total of 25 pints of blood. If you can help, please do!

### CREDIT UNION MEETING

A goal in this district is to have 100% membership in the Credit Union. The interest shown at the last meeting held in Marysville on June 17th, indicates the members are really interested in the progress which has been made. This is Local 3's credit union and all the members and their families should join as soon as possible. The district office will assist anyone in filling out the necessary cards. Thanks again to all who attended the last meeting.

### OROVILLE SPILLWAY LET

The State Department of Water Resources has received bids for construction of a dual-feature spillway for Oroville Dam, key unit of the State Water Project. Oro-Pacific Constructors and George Farnsworth Construction Corporation, a joint venture at Oroville, has submitted the low bid for construction of the project. The Oroville firm's bid was \$12.2 million and the estimate of department engineers was \$13.9 million.

The spillway will control the downstream flow with giant gates. In addition, an emergency spillway will accommodate a flow twice as big as any here to be seen on the Feather River. Floods will be controlled by using storage

capacity in the reservoir and adjusting reservoir releases through the power plant and the flood control outlets. Eight radial gates, each 17.6 feet wide and 33 feet high, will be installed in the concrete headworks structure of the spillway to control flood releases from the reservoir. Water will flow down a concrete lined chute, 178 feet wide and 3,500 feet long, into the Feather River below Oroville Dam.

The emergency spillway will consist of a concrete overflow structure approximately 1,700 feet long, without gates, over which water will flow down hillside gulleys to the river below. The work of building the spillway will include the excavation of 3.4 million cubic yards of earth and rock, the placement of 155,000 cubic yards of concrete and 2,800 tons of reinforcement steel. The spillway will be built in a natural saddle on the right abutment of the dam.

The U. S. Corps of Engineers has agreed to pay 22 percent of the cost of the dam and related facilities, excluding power facilities, for flood control. U.S. participation is expected to total \$66 million.

The job is scheduled for completion by August 1967. There is still no confirmation date for the pre-job conference, nor definite word on when they plan to start construction.

### DESIGN CHANGE

vill Dam will more than

Change in construction plans for the intake structure of the underground power plant at Oroville Dam will more than double cost \$4 million, the cost is now its cost. Designed originally to be estimated at \$9.5 million. According to William E. Warne, director of the department of Water Resources, who made the announcement in Sacramento, excavation at the intake site revealed an unsuitable rock structure, requiring the new design calling for a 50 percent increase in excavation and about twice the amount of concrete called for in the original design. The additional work is required to reach solid rock, which is deeper than explorations indicated. The expanded design will include the use of rock bolts to anchor the structure to firm rock, precast beams to secure proper support for the trashracks, stainless steel metal work and additional backfill. The intake structure is situated on the left bank of the Feather River upstream from the dam. The structure is a highly sophisticated design to control the flow of water from the reservoir into two penstocks delivering water to six generating units.

The design will allow the withdrawal of warmer water from the top of the reservoir during rice planting operations downstream and colder water from a lower reservoir water level for fish propagation purposes. The revised intake structure will take longer to complete than the smaller original design, but the delay is not expected to cause any change in the schedule for installing the trashracks and intake gates. This work is set to begin in 1966, to be completed a year later.

Peter Kiewit and Sons, on the Orland jobs, have the mechanics on three shifts, the dirt spread on two shifts and the finishing crew going one shift. Fresno Paving has its plant set up now and ready to go with the hot stuff. Macco has quite a bit more work to do yet to finish its portion of the pile driving.

Frederick and Watson is going one shift at Willows on all phases of its job there. Lord and Bishop has the structures with "old timers" at the controls. Hess and Brewer is going one shift on the imported rock base. Bill Beaver of Paradise Ready Mix has his plant up and ready to pour the concrete for the structures.

Elmer Wendt is looking for dry material so it can wrap up its levee job along the banks of the Sacramento River between Knights Landing and Hamilton City. Wendt is furnishing its own cobbles from a plant in Hallwood.

A. Teichert and Son, Inc. has a top crew on the Colusa Airport job. Improvements on the existing runway, taxi ways and drainage are remarkable. Prevailing winds and rice knots are a constant problem on the job.

Teichert's shop has added a mechanic and oiler to take care of new work. The paving is finished on the Colusa Highway 20 job from the city limits of Yuba City to Walton Road.

Baldwin Construction Company has the Onstott Freeway (Alternate 99) almost finished. This has been a short and sweet job for the Engineers and will be a blessing to the residents and commuters in that area.

Campbell Construction is well along on the new warehouse for the Del Monte Cannery in Yuba City, one of the biggest jobs of its kind ever undertaken in Yuba City.

The ground breaking for the Corning Canal will be held in July. Marking the start of the west side irrigation district.

### MISSILE DISPOSAL

Plans for disposal of two of the three Titan missile complexes in the Beale Air Force Base area have been approved by the Real Estate Subcommittee of the House Armed Services Committee in Washington, D.C. The Air Force plans to retain the Titan

missile complex at Chico, and the other two complexes at Lincoln in Placer County, and in the Sutter Buttes near Pennington will be turned over to the General Services Administration for sale or for disposal to another public agency.

About 103 acres of property are involved in the two complexes, but the Air Force has said the sites are of little commercial value although they involved expenditure of \$46.9 million in original construction.

### DAGUERRE REPAIR

Repairs to the flood damaged Daguerre Point Dam on the Yuba River will be started shortly with the signing by Governor Edmund Brown of the bill appropriating \$210,000. This amount is part of a \$250,000 appropriation asked in the bill. The sum has been matched by Federal funds, making a total of nearly \$500,000 available for the project. A \$40,000 grant was made earlier by the State Department of Finance to study plans for repair of the dam. The structure was damaged by high water in December, 1964. The dam, built some 50 years ago by State and Federal funds, was constructed to contain rocks and debris loosed by upstream mining operations at that time. Flood damage to the structure in 1962 was repaired at cost of \$1,000,000.

### BEAR RIVER SPAN COMPLETED

The new Bear River bridge on Highway 65 south of Wheatland, which was opened to traffic early this year, has been completed. The structure, and about two miles of highway approaches, are parallel to and just west of the 50 year old span which has been demolished.

H. Earl Parker and Thomas Construction Company of Marysville, a joint venture for the \$561,000 job, employed many Brother engineers.

The state department of General Services has awarded contracts totaling \$2,803,816 for construction of a music and drama building at Chico State College. The two story building, with basement, will have a little theater seating 500. Other features include a full scale stage, scene construction and paint shops,



**KEYNOTER . . .** Hugh Murphy, U.S. Dept. of Labor Bureau of Apprentice Training, Washington, D.C. recently was guest speaker at Local 3 graduation of apprentices. Graduates received certificates.

green room, scenery and property storage areas, an arena theater, a 200 seat choral workshop, a band rehearsal room and various instrumental practice and storage rooms. The building will have a gross floor area of 106,000 square feet. Baldwin Contracting Company of Marysville was low bidder on this job.

### OREGON HOUSE ROAD

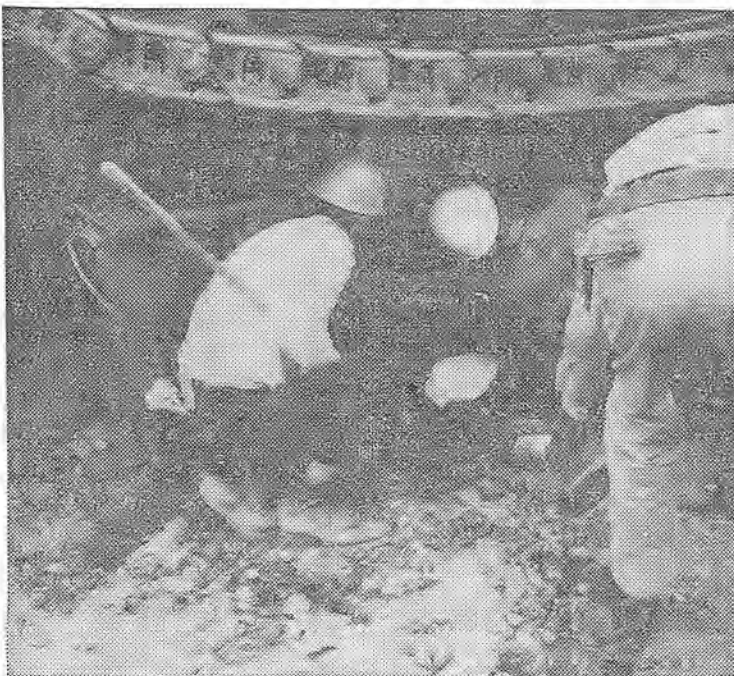
Many Brothers have gone back to work on Marysville Road in the Oregon House area. This 2.7 mile section is being widened and a new bridge across Oregon House Creek is under construction. The project began last August, but was suspended during wet weather. The two-lane project extends from 1.5 miles west of Oregon House Road to Texas Hill Road and will connect on the west with a previously improved section around the north end of Merle Collins Reservoir. The road was once the main route between Marysville and the northern mines.

The project is part of the Federal Aid Secondary system and is included in a statewide program for upgrading important county roads to modern standards. Gravelle and Gravelle of Fair Oaks is contractor for the \$290,000 job. The project should be completed by mid-summer.

### BAUN CO. HIGHWAY JOB

Baun Construction Company, Inc. of Clovis submitted the low bid of \$185,852 for a State highway project to resurface a total of 26.7 miles of highway in Lassen and Plumas Counties. Project plans provide for placing a one inch surface of asphalt concrete over the existing pavement at two locations. The two sections to be resurfaced are: Highway 36 in Lassen County between the Plumas County Line and Davils Corral, and Highway Route 147 on the east side of Lake Almanor between Route 89 and Route 36. This work will provide a new wearing course and reinforce the existing deteriorated surface. Work will begin immediately.

A. Teichert and Son of Yuba City has resumed work on its half-million dollar, West Marysville drainage project. The work extends the G Street drainage line from Fifth Street to Sixth Street, down Sixth Street to I Street, and north on I Street to 10th Street. When completed it will drain a new shopping center and residential areas all along the line. This project is keeping many of the Brothers busy, and is showing the downtown people how highly skilled the Brothers are.



**NARROW ESCAPE . . .** an unidentified Brother suffered severe injuries in a narrow brush with death while ripping on California aqueduct. The dozer flipped over, pinning him underneath.



## On the Road

# Highways Focus of Utah Summer Work

By HUGH BODAM, MERLIN BOWMAN, JOHN THORNTON, VANCE ABBOTT, JACK SHORT, TOM BILLS

**SALT LAKE** — Construction has reached the peak here in Utah with both men and machines showing their tremendous strength and skill which give our populace the convenient, beautiful highways, many of which reach into areas heretofore inaccessible to man.

Reed and J. M. Sumsion and Sons, in a joint venture on 3.8 miles of Utah Interstate 80 between Black Rock and Saltair will soon have completed their part of the project. Black topping will be done by J. B. Parsons Company.

Of interest on this project was the conveyor system which was borrowed from the old Bonneville Lake bed. The trick was to bring the old beach sand from the bed which is located on a steep grade south of the project alignment and not accessible to trucking. A 2,700 foot belt was installed on the hillside. D-9 dozers with blades pushed the sand into a Kolman loader which in turn loaded the conveyor. The sand was stock-piled and later reloaded by another Kolman loader. From there transport was made by scrapers in tandem with Cook belly-dump trailers. This conveyor has supplied 10 to 12 thousand yards of material per eight-hour shift and will total more than 1.3 million yards before the project is completed.

Parsons contract also calls for surfacing 1.8 miles on an adjacent \$1.2 million project to the west extending from Black Rock to Lakepoint.

In the Garfield area, Kaiser Engineering is operating on full scale and will be for some time to come. Over the hill in Little Valley, Western Knapp is busy building a new mill for Kennecott Copper Corporation. A lot of the excavation work is out of the way now and they are getting started on some of the buildings. Bechtel Corporation is moving well with quite a bit of the pipeline completed; however, they still have a lot more to do.

In the Salt Lake Valley, the work is in full swing after many rain storms which hampered full production for several weeks.

One new stretch of freeway recently awarded to W. W. Clyde has begun in the southern part of the county near Draper amounting to a little less than \$1 million. This project will be managed by Harry Clyde with Ed Munroe superintending. So far, a dragline, dozer and a loader are working. Frontage roads on either side of the freeway will be completed to divert the traffic before work on the main grade can begin.

Parley's Canyon interchange will be completed by late summer with Gibbons and Reed putting the finishing touch on the slopes and grade. They are now in the process of putting down soil stabilization and will soon be ready for asphalt. Most of the Brothers have moved to Black Rock or to other Gibbons and Reed jobs in the area.

Sumsion and Reed have moved back to Midvale to Draper the I-15 job after finishing the grade

near Garfield and a small job at Parleys Canyon. There is still enough dirt to last the biggest part of the season even with the large crew that is now employed by the Company.

Corn Construction Company from Grand Junction, Colorado, has had several delays trying to get started on the asphalt jobs in Daggett and Uintah counties. Getting the gravel into "specs" has been one problem along with winter damage and recent floods in the Sheep Creek area being another.

Strong Company near Vernal, has several miles of grade in and has moved the crusher on the job. Men are also working on the Dinosaur Monument road at the Colorado line after a long winter season.

### NORTHERN AREA

Work in the Northern and Ogden areas has been very good with just a very few Brothers on the out-of-work list.

Fife's job in Layton is about to be completed. They are now working on the approaches. Fife Company also has three jobs in the Ogden area which are going well. The Harrison Boulevard job is moving right along.

Gibbons and Reed Construc-

tion Company on the Weber job is about to end its second shift. These men will move to the Hot Spring Interstate job. The Gibbons and Reed job at Round Valley in Weber Canyon is getting a fair start. This job is about all rock.

Morrison-Knudsen Construction Company at Echo Junction has about 100 men demolishing a mountain for an Interstate highway there. This has been a good job.

W. W. Clyde Construction Company has two shifts working on its job at Coalville, and is about ready to lay oil at Wanship.

Tiago Construction Company is having a little weather trouble on the State Road from Henefer to East Canyon. The spring rains stopped this job several times. Steenberg Construction Company, on the East Canyon Dam, is putting the fill in and will have about 25 Brothers on the job.

Thorn Construction Company has a very good job from Evanston to Wasatch. J. B. Parson's job, on the Interstate highway in Clearfield, Roy, Ogden and Park Valley are going very well. Hoover McGhan Construction Company has started to lay the

oil for the approach ways on the runways at Hillfield.

Rosenlof, Prestwich and Healy Construction are about to complete the overpass in the mouth of Weber Canyon. This job has real problems.

### SOUTHERN UTAH

With the coming of good weather, work is beginning to look good throughout the southern end of Utah. W. W. Clyde has two shifts going on the dirt spread at its Hamilton Fort job, with two shifts expected on the crusher spread.

Whiting Brothers has started two shifts on the crusher at its project located in Kanarrville. The hot plant is pouring out the hot stuff.

Brothers employed by Utah Construction and Mining Company at Cedar City are busy blasting and crushing ore. A recent survey of this operation has shown that a big percentage of the Brothers have been employed with this Company for a period of 15 years or more. Some of the Brothers have been there as long as 24 years.

Tiago Construction Company has approximately 25 Brothers working at Cove Fort. Steward on this job is Henry Willesen.

Moving traffic in the city limits has proven to be a hindrance to V. C. Mendenhall and his project at Cedar City.

Employees of Clark Engineering Company at a recent NLRB Election held at Orem. Much effort and time was spent by the representatives in winning this election. Negotiations should start in the immediate future with this Company.

Both private motorists and transporters are enjoying Interstate 15 Section which was opened last year. This section has cut ten to 20 minutes off travel time from Salt Lake to Provo.

Bids were recently opened on the Payson-Santaquin section of I-15, and work will soon start on all the freeway in southern Utah County.

W. W. Clyde Company, now the largest dollar-volume highway contractor in Utah has three of the four I-15 contracts in the County, worth \$6.2 million.

### KENNECOTT COPPER

We would like the members at Kennecott Copper to know we appreciate their participation in the Bond Drive which was just completed. Operating Engineers had 95% of the members participating in the program which was very good and the highest percent of any bargaining unit at the mine. Congratulations to J. R. Prouse who was the winner of the stereo set. We hope he will derive a great deal of enjoyment from it.

## \$7.7 Million Canal

# Redding Turns to on Major Road Repairs

By TOM ECK, ED DUBOS, LES CHAPMAN

**REDDING** — Work in the Redding area has picked up considerably in the past month. 320 Brothers were dispatched to numerous employers since the last news report. All the old jobs are "go" with more to come. Just received word that Fredrickson-Watson was low bidder on the Tehama Canal at \$7.7 million; the job was awarded June 30.

A Teichert and Son was low bidder on the new college site at \$678,212. Gibbons and Reed and Hughes and Ladd were low with a bid of \$852,835 to overhaul Happy Camp Road. The J. F. Shea Company picked up 16.3 miles of paving on the Ingot Road for \$101,580. Many small jobs were awarded around the country side and all in all another good construction season is upon us.

A. W. Young and Sons should be through with its sub-base and paving job near Adin by the latter part of July.

Wichmann Construction Company is keeping several of the Brothers busy on Lookout Road north of Canby. The job should last all summer.

Bill Davis is moving right along now that he has whipped his sub-base problem.

Owl Constructors is putting the finishing touches on the Powerhouse at Pit No. 5.

R. R. W. and Pimbo is still plugging away although the water in Lake Shasta is backed up all the way to Pit No. 7 and has most of the job under water.

Pit McCloud Aggregate is still running two shifts trying to keep ahead with supplies for Shea,

Kaiser, Morrison and Macco tunnel jobs.

Walsh Construction has started down hill with its Penstock leading into the Powerhouse at Pit No. 5.

Granite Construction has had a slow-down at Iron Canyon Dam which has just about shut the Aggregate Plant down. Too much rock and no place to put it. It is hoped that by mid-July work will be back in full swing.

Granite Construction was low bidder on a tunnel leading out of Iron Canyon. This is a safety valve tunnel which takes water from the lake back of Iron Canyon Dam should the lake overflow. The contract is for \$80,000 plus.

Peter Kiewit Sons, at McCloud Dam, is in high gear. Nearly 500,000 yards of fill is in place. The job is about half finished, that is, about 1 million yards will be put in place. W. H. O'Hair has the sub-contract to haul the clay into the dam. This he is doing with a fleet of belly dump-trucks and trailers. This phase of the job will be complete by October.

Hughes and Ladd has started repairing Highway 99 at Mears Creek, where last winter's flood damaged it. The dirt work is subed to Crowe Brothers Construction of Castella.

Ray Kizer has moved some equipment on his Highway 99 job just north of O'Brien. At present he is placing most of it underground, building storage yards, developing water supplies and getting ready for the big push later.

M. L. Cross is just about finished with his road work between Etna and the Forks of Salmon. The area was hard hit by

the December floods. Ray Kizer too has a lot of work along the Salmon River, in fact about 23 miles of road work.

Sierra Pacific is in the clean-up stage on the road work south of Tulelake Game Refuge.

Peter Kiewit Sons is still moving lots of dirt and rocks on Highway 99 at Hilt.

Bill Gattung has the bulk of his dirt moved at the Siskiyou County Airport. He's nearing a stand-still on the sub-base. A good deal of rock will go into the job. A. W. Young is supplying the rock and, at present, is developing a new rock supply.

Rogue Valley Steel is hanging all of the steel on the Siskiyou County Airport job.

It is good to report that Morrison-Knudsen is going "full speed ahead" on the Iron Gate Dam job. After a two month delay they finally have the plans for a new spillway.

Mt. Shasta Gravel Company is back rolling again after a long winter's layoff.

John Gist has the steel in place on the bridge across the Sacramento River at Dunsmuir—a good job for some of the Brothers which should last well into the fall.

Teichert Construction Company should be ready for the paving crew by mid July. As of now the dirt is about finished. The job is located at Montgomery Creek on Highway 299.

Gordon H. Ball is dragging its feet on the Highway 99 bypass project. Some of the equipment is out and should be moving before long. It will be wonderful when this highway is paved and opened for traffic, relieving the congestion on Highway 99.

The J. F. Shea Company of Redding is busy with a number of the Brothers resurfacing 16.3 miles on Highway 299 East of Redding. The project calls for resurfacing from a point 1.2 miles east of Highway 99 (the new interstate 5) to a point 1.1 miles west of Ingot. Completion of the project is expected by the end of August.

J. F. Shea is also busy with its project on Highway 99, widening and surfacing.

Had occasion to visit the Trinity Construction Company at Coffee Creek: A three hour ride and 12 miles of car-bottom-scrapping, but worth it to see the Brothers pushing rock from the creek bed up the side to make a road. 12 miles of road will be built.

Stopped next at the Caylor, Stumpo, Combo Construction project where six miles of the same creek road is under construction.

The Redding Chamber of Commerce met with the State Division of Highways and the California State Chamber of Commerce to urge widening of Cypress Bridge. The bridge widening project will cost at least \$900,000 and will receive top priority when the group begins preparing a budget for the 1966-67 fiscal year this August. The City of Redding has pledged \$100,000 to help finance the project and Shasta County has said it would pay \$50,000.

### Cat with 10 Lives

In London, England, Mrs. Rosina Hardy, wealthy 63-year-old widow, left \$5,600 in her will to build a memorial "in memory of my cat, Ditterling."



## Nevada Report: Weather Good, Work Still Slow

By NORRIS CASEY, BUFORD "BU" PARKS, GAIL BISHOP, JACK BULLARD

RENO — The Silver State Construction Company is getting started with the Interstate 80 job at Lovelock, and will have a large crew with Joseph (Chip) Montrose as Superintendent and Erval Yturiaga as the Steward. The Naval Air Station at Fallon will get a face-lifting, primarily the aprons and taxi-ways. Service Construction Company of Sun Valley has this job in tow and will employ about 10 Engineers for a period of 100 days.

Isbell Construction has about completed the paving of the 20 mile State Route 95 from Silver Springs to Wabuska. The next section of the road should be coming up for let in the near future. Isbell has also completed the cooling ponds at the Tracy Power Station. This job entailed about 1 million yards and has kept a nice crew hopping for about four months.

The street improvement work for the City of Reno is about to get under way for the year 1965-1966. Many improvements and changes are planned to help the flow of traffic in Reno.

Some of the large projects of the County and State Highway Departments are getting larger day by day.

The widening of Glendale should be under way any day now. Some of this Construction should be put out to bid with the possibility of a better job at lower cost; at the same time more work would be provided for our people. If you are concerned about this, mention it to your neighbors and let the politicians know that we have a problem. You might even do yourself and your friends a favor by saving a few tax dollars.

The Anaconda Company keeps grinding along on the copper and due to the reduction of silver content in coins by the worthy legislatures, the need for more copper will certainly keep full crews operating. Anaconda is using quite a large number of College students during the summer vacation.

### TAHOE-CARSON

Despite the good weather in the high Sierras, work is very slow. Tahoe Asphalt and Paving has just finished paving around Del Webb's Sahara Tahoe Hotel and is now doing the paving at Harvey's Wagon Wheel parking lot. The paving crew has been putting in the good hours on these two projects. Harms Brothers is ready for the CTB on its Highway 89 job and A. Teichert and Son has started on Highway 50 paving jobs. Heron Engineers will start on the additional chair lifts at Heavenly Valley Ski Area the second week in July. There is lots of talk about two new hotels at the South End of Lake Tahoe. It would be good to see one of them get started this year.

Brothers R. E. "Ray" Farretto and Don Rosasco have started their own Construction Company. They have four Engineers working at this time in Carson City at the Shopping Center. These Brothers are top hands and we expect to hear a lot from them in the future.

Isbell Construction got the streets on the Gardnerville Ranchos sub-division in Gardnerville, Nevada. TAB Construction

## Longjohns and Sunglasses

# Fresno Fights Wind as Big Year Peaks

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

FRESNO — The Fresno District is surging ahead toward the peak period of a tremendous year. We expect this to be a banner year for employment in the district as well as a year of record production for the employer.

The productivity gains can be attributed mostly to the automated processes being applied in the industry.

There is a general upward trend in Fresno's economic conditions which is affecting all segments of society. This trend of course parallels the continued growth of the district.

The Operating Engineer is contributing a great deal to the progress and growth of this area.

We presently look at the heavy construction industry in Fresno, as an industry on the move, being manned by the high-powered men of Local 3.

Weather, negotiations, organizing, lots of work and more to come — this is the general picture in Fresno.

### FICKLE WEATHER

The weather in the valley is something else. Some days it is almost too hot, on other days it is chilly enough for a jacket. On still other days the weather is ideal. We would like to have it stay that way, but one can't have everything.

We could get along without the wind. It continues to plague progress in parts of the area and probably will do so the rest of the season.

Someone asked the other day, about the "business" of the Operating Engineer. The reply was something like this: He (the engineer) works in the dirty end of a "comfort factory." That is, when the Engineer takes off to tackle a big dam or canal job, such as the San Luis Project, what is the outcome, the finished product? Power for homes so one can appreciate some of the comforts of life. Power for Radio, TV and many other appliances. The engineer, indirectly, produces water for the farmer and

his irrigation, and last but not least recreation facilities for leisure moments of fishing and boating.

These are just a few things which are involved in the complex business of being an Operating Engineer. Look around. Anything that has been built, you can sure bet, the Operating Engineers were in on, from the ground floor up.

A word or two about the Apprentices in the area. Merely being accepted and put to work, does not make them finished products. Their work has just begun and, believe me, like "Granddad," it's tough. Thanks to all the members here who are giving these young men the much needed help they need, during their tough course of apprenticeship training.

Negotiations for contracts in some of the more recently organized shops are getting off the ground. Contract negotiation is a time-consuming task but one can be sure it will be resolved efficiently and effectively.

### NEW ORGANIZING

Organizing in the area is going along fairly well; however, it is a little early to make any forecast on the overall outcome. Two large shops we are working on look very favorable.

Work in the area continues at a steady pace. Two Peter Kiewit road jobs are getting off the ground, one at Gustine, the other at Mendota. There is a report that Mendota is having trouble getting iron, but the job should be rolling in the very near future. Some new work is being forecast for the Fresno area, and that is welcome news.

A couple of months ago we reported an epidemic of "mashed" fingers and thumbs. Well, publicizing the fact must have had its results, because the epidemic came back but not with the force of the first one. Let's hope that this mention will stop it all together. Be careful. Work safe and live safe at all times.

### SOUTHERN AREA

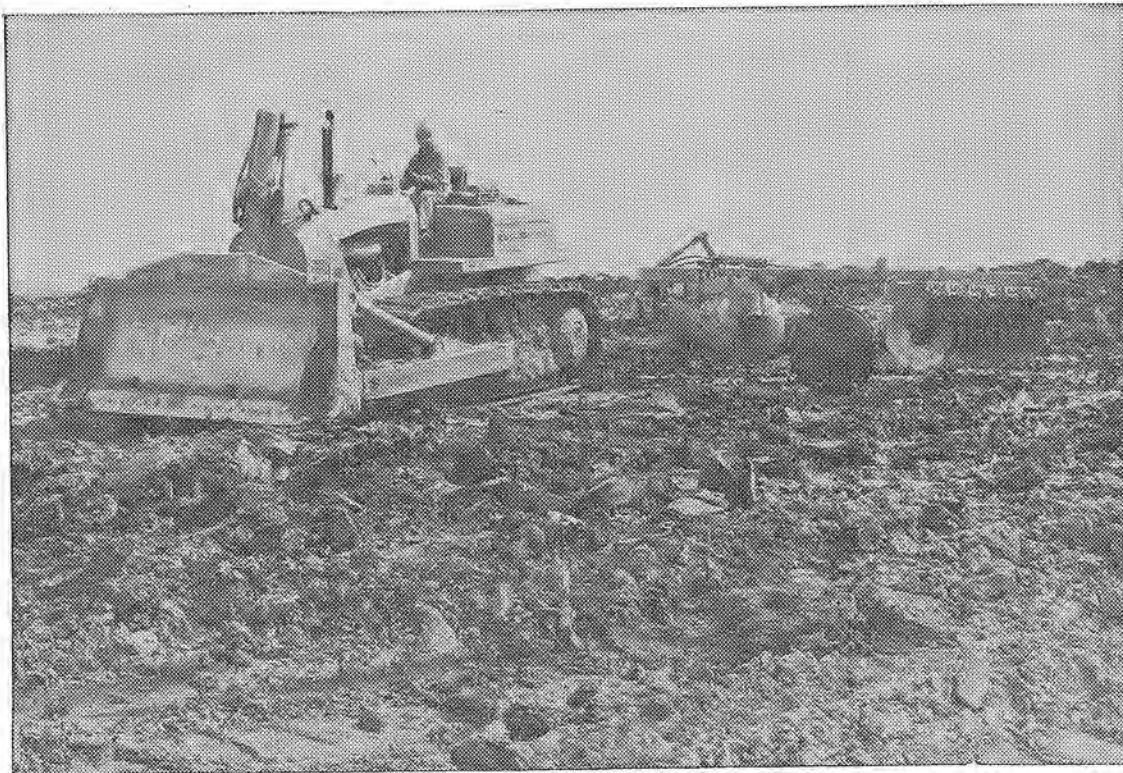
The work in the Southern area is going along very well, although Peter Kiewit and Sons is having some trouble with the ground. The rigs have been plagued with mud and won't stand up too well. The 657 triple does well while it runs. There are a few problems with the tandems, but these rigs are all good dirt movers; the wet ground is the real problem. There are about 40 Engineers on the job.

The Brothers working for L. D. Folsom are all back on the job now. There is quite a lot of work in the Coalinga area. Stearne Rogers Corporation, at Avenal, has started on the Gas Plant which will be a good job for a number of the Brothers.

There are several small road jobs going in King and Tulare Counties and quite a lot of building going on around Porterville and Visalia. These jobs do not employ many Engineers but keep the Brothers working close to home.

Some of the projects in the high country have started and will provide a number of good summer jobs.

Granite Construction and Gordon Ball were low bidders on Reach 4 of the Canal job which starts at Coalinga and Fresno Roads, and runs 10 miles south.



FURROWING . . . this Euclid tractor is shown disking the heavy adobe on Western Contracting Del Puerto Canyon canal job west of Patterson.

got the sewer and water on this project.

Westbrook-M-K is back on the Donner Summit with a small amount of finishing up work to do. Three blades, two loaders and a roller are busy on this one.

### NORTHERN NEVADA

Even though it looks like every one in Nevada has bought a Cat when you drive down the highway, we still have approximately 125 Operators on the out-of-work list. The weather has been beautiful, but the work is slow.

Nevada Rock and Sand of Las Vegas was low bidder on the Deeth job, with a bid of \$6 million. There is some three million yards of dirt to be moved on this project so it will mean lots of work for our Engineers.

Once again it is necessary to publish a list of checks being held by the Trust Fund Office at 39 St. Lawrence Street, Reno, Nevada. These checks can only be held until September 1, 1965. After this date, the unclaimed checks are turned back into the Fund to be distributed next January among the members. Check this list. If you find your name, drop a card to the Trust Fund Office giving them your address. Lack of proper addresses is the reason these checks have not been mailed.

### UNCLAIMED CHECKS FOR:

Name	Social Security No.
Alling, Roland	003-24-2003
Allman, W. E.	527-23-0399
Allred, B. L.	446-03-3744
Anderson, Raymond	654-28-1304
Barker, Robert B.	519-01-6371
Barrenger, Douglas B.	535-34-1465
Bender, Darrell	530-24-1860

Bird, Fred F.	529-18-2720
Brimhall, Gary	529-26-8023
Brimhall, J. Robert	530-12-3165
Brimhall, Keith	529-16-5452
Bristow, E. L.	558-22-4048
Burger, P. F.	509-38-6106
Carpenter, Roy W.	563-42-9851
Carter, H. E.	447-16-5004
Case, Donald L.	540-34-2498
Clapham, Jimmie G.	522-46-5469
Croxen, Edward O.	518-36-0211
Davis, Abb F.	432-07-2943
Eckman, Jim Jr.	535-42-1651
Erickson, Quentin	529-09-1744
Ferrin, Harold W.	520-16-5141
Gaines, F.	518-09-4740
Graves, Ken	411-20-0654
Harrington, J. L.	527-44-4967
Hough, Frank C.	531-16-7169
Houston, James C.	541-30-2893
Humrichouse, Roy L.	568-12-9952
Hunter, Bill G.	570-44-6136
Ingwersen, A. J.	502-07-7277
Ishom, Don	534-16-3914
Johnson, Stanley D.	530-22-9730
Jones, James F.	530-28-8807
Larum, Kenneth	567-03-7455
Lyle, George V.	554-05-0512
Lyness, William W.	559-42-7859
McCabe, Darrell L.	503-44-4087
McKibban, James F.	547-24-2922
Moore, George	542-36-8773
Munson, Warren D.	728-05-7430
Murray, Ken	003-18-9228
Nelson, Roy L.	525-20-2424
Noble, A. S.	529-07-4642
Pehlman, Ronald	336-32-7078
Richards, Robert R.	561-01-9277
Richardson, K. L.	541-48-2954
Richins, Alma	528-32-2624
Schmitz, P. E.	516-24-4366
Schriest, Eldon R.	464-05-3598
Shanahan, Donald M.	350-27-1830
Smith, E. F.	519-28-8446
Smith, Larry E.	553-60-6286
Stockings, J. A.	518-30-8489
Tate, Harry E.	521-44-8707
Thompson, C. L.	570-10-4384
Totten, G.	551-36-2379
Utter, James	161-26-1238
Wahl, W. A.	386-07-6535
Wall, Robert A.	573-50-7968
Waters, Newell C.	551-16-0333
Williams, Dick	378-14-8369
Williams, Edgar S.	192-20-0624
Williams, Norval	528-50-8729
Woods, Miller F.	527-01-2954
Dollings, Arthur	547-09-2265
Garrison, Howard D.	526-24-3791
Hill, Mel	529-48-5555
Kay, James E.	506-20-6549
Knight, John L.	566-05-4526
Moody, Louis	555-48-6582
Morrison, John	486-28-9017
Munson, J. U.	726-18-0170
Parker, Edward	-10-14-7967
Pratt, Arlie	536-05-0960
Roberts, Dale	566-56-8368
Shaw, Lester G.	304-12-5221
Stephenson, Lloyd J.	563-26-3279
Tibbets, C. W. Jr.	526-20-3146

## Credit Union

Are you a member of the exclusive four hundred club?

No, we are not talking about the Social Register crowd. We are talking about the growing number of Credit Union members who have set up an emergency fund to take care of unforeseen events.

Money in other financial institutions, does not help our members. Money placed in the Credit Union works for all of our members. It helps you, the saver, because it provides a cushion for those "Rainy-Day" situations. The person who needs to borrow has money available to take care of his needs.

Life Insurance added to your savings (at no cost to you) gives your account added value. This Insurance adds dollar for dollar to your savings up to \$2,000 providing the money is put in the Credit Union before age 55. At age 55, the Insurance is added at a reduced percentage.

Plan to join our "Four Hundred" Club by placing this amount in your account. Make regular additions to your account to bring it up to the "Four Hundred Figure."

With a \$400 account, you can be well on your way to a position of financial independence.

Decide today—and be on your way. Contact your local District Office, come into the Credit Union, or send it in by mail.



## Joint Apprenticeship

# Sonoma Labor-Management Honor Grads

By DANNY O. DEES

Several members of the Operating Engineers Joint Apprenticeship Committee and Coordinators attended the Apprenticeship Completion Ceremony sponsored by the Sonoma County Labor-Management Committee recently.

There were many excellent speeches during the ceremony and we take pleasure in printing an excerpt from the speech of Mr. Edward J. Hibbert, who said, "For several years I've been carrying on a personal campaign to have the name given these evenings changed from 'Completion' to 'Commencement' ceremonies. To you apprentices here tonight, it is true you have completed your basic training but that is only the beginning of the good life you can make for yourself and your families. You now know the dignity and pride of true craftsmanship, you are a valued citizen to your country and in your community, a real asset to your employer and, I hope, an active and concerned member of your union. From this wonderful start it is entirely up to you what you will accomplish in the future. The world of industry has a tremendous need for potential leaders with the practical know-how

you possess, supplemented by a sound education in theory. It's your choice; many a man has led a happy life as a craftsman but the opportunity to advance beyond this stage is yours if you want it badly enough."

At the close of this school year's semester, Floyd Okey, one of the apprentices, baked an 18 by 24 inch cake and presented it to the class in Eureka. The cake was decorated with a scene portraying the working life of an Operating Engineer, together with the names of the members of the class and the Apprentice emblem.

The work picture is much brighter for the Apprentice in the Eureka and Redding areas, as we get into the peak of our season. At the present we have 28 working and assurance from the contractors that they will employ several more.

Work in the San Jose, San Mateo and San Francisco/Marin areas is moving along very nicely now. We are placing apprentices every day in different classifications; otherwise, there are no great changes.

Classes are over now until the fall semester starts. All of the new apprentices who have been accepted should take it upon themselves to be ready to attend class this fall.

We are happy to report that some of the boys have completed their training and have been certified as Journeymen. Ben Collins completed his training at the Guy F. Atkinson Company in the San Francisco-Marin area, and Ronald Wood, employed by Barber-Green in San Mateo was also certified. Billy Conn, employed by Oscar Holmes Company; Glen Copas and Sherman Cantrell from Piazza Paving Company; Clifford Young, Lew Jones Construction Company; Tommy Boskovich, A. J. Raish Company; Tony Schuster, Ollie Nelson Company; Arthur Wickham, Balardi Construction Company; were also certified as Journeymen. We are happy and proud to say, "Congratulations and well done, men!"

The Joint Apprenticeship Committee participated in the Occupational Guidance Center of the San Mateo County Schools. This included five days of counseling the school students in various trades and crafts. There were 74 different crafts represented at the center including the Operating Engineer Apprenticeship Program. Coordinator, Ed Middleton, did the counseling for the five days in which 290 boys and 6 girls were counseled in the Operating Engineer Apprenticeship Program. In view of the fact that

this was the first time that the Operating Engineers participated in the Center, it was interesting to see the interest we have generated throughout the area. The purpose for this center is to emphasize the fact to high school students that a diploma is important, as that there is very little opportunity for high school drop-outs in the industries.

In the Fresno area the Apprenticeship Program is continuing a steady growth as a result of the heavy work load.

The work opportunity for apprentices in the Stockton-Modesto area is looking better with a number of large jobs just starting. As the snow melts in the high country the mountain work is getting under way as well. It looks like a good year ahead.

One of the most important factors in making our Apprenticeship Program successful has been the hard work and dedication of our instructors. They have been teaching classes two nights a week throughout the school year while working at their regular jobs each day. Boyd Hughs has taught the Stockton class, and in the Fresno Area, Elton Armstrong, Bob Emler and Jim Milton are instructors. I think we all owe these men a vote of thanks for a job well done.

## Flood Control, Highway Projects Span Marin

By AL HANSEN,  
J. B. JENNINGS

SAN RAFAEL — Contractors, with men and equipment in the North Bay Area, are going great guns with numerous contract awards received in the past month. Cutting down and widening of the "Thrill Hill" portion of McClay Road in Novato has already gotten underway, the contract going to A. J. Bresnan of San Rafael. The job is expected to be completed in 30 days.

Soiland Company of Novato was low bidder for drainage improvements on Indian Valley Road in the Novato area.

Maggiora, Ghilotti and Madsen of Corte Madera was awarded a contract for channel realignment of Miller Creek.

Hein Brothers, Basalt Rock and Hutchinson Rock were recently awarded contracts to provide road materials for several projects in the area.

A \$360,850 state outlay to help finance the Coyote Creek Flood Control project in Tamalpais Valley is just about assured. Approval has been received from the Finance Committee to make Marin eligible to apply to the State Water Resources Department for these funds, which represents a step forward in the Coyote Creek project.

Brown-Ely of Corte Madera was awarded a contract for repaving sections of Laurel Grove Avenue while Reichold and Jurkovich of Santa Rosa will start resurfacing work on portions of Shoreline Highway between Olema and Marshall.

Ghilotti Brothers of San Rafael was low bidder on the Northern Avenue drainage project in Tamalpais Valley.

The San Clemente Creek extension on Paradise Drive was awarded to John H. McCosker Inc. of Berkeley on their low bid of \$11,159.

The contract for relocation of a 14-inch pipe on Tiburon Blvd. was awarded to Underground Construction Company of Oakland at \$11,790.

Federal funds have been sought for the Novato Creek and Corte Madera Creek Flood control projects. An appropriation of \$800,000, for these two projects has been urged, citing the population growth in the Novato area and the importance of Hamilton Air Base. Immediate reactivation of the Novato Creek Flood control project has been urged by our representative in Congress.

Groundbreaking ceremony for the Tamalpais, a 12-story retirement center, will be held June 26th. P & H Construction is already on the job.

Elmer G. Wendt, Inc. has started its Bahia job which should keep some of the Brothers busy. M. W. Finley are the civil engineers.

H & H Construction Company has quite a few rigs in operation at present in Terra Linda Meadows. Also J & K Construction is strong in the same location.

Marin Storage and Trucking is keeping a few of the Brothers hopping at the site of McGraw-Hill Book building on Highway 101 just north of Novato.

Allstate Equipment is busy at Hamilton Park while Luhr and Wendt is still in operation at Bel Marin Keys with M. G. M. Construction nearby.

## 'God's Truth' from Builder -R-T-W Keeps Pay Down

A spokesman for the Associated General Contractors argued that "right-to-work" laws are good because they "tend to hold down wages."

Carl Halvorson of Portland, Ore., called a news conference to explain why he was testifying before a Senate subcommittee against a bill to repeal Section 14(b) of the Taft-Hartley Act, which permits states to outlaw union shop agreements.

The employer spokesman cited figures to show that construction industry wages are lower in states which ban the union shop than in states which do not have "right-to-work" laws.

He was asked by startled newsmen if this weren't the same argument unions have made in calling for repeal of 14(b)—that "work" laws bring lower wages.

"Well, it's just the God's truth," Halvorson said.

Wages, he claimed, are too high.

## VISIT BLOOD BANK; GIVE FOR ENGINEERS

## 19 Apprentices Now Journeymen; First Class to Go 'All the Way'

SAN FRANCISCO—A class of 19 Operating Engineers of the Local 3 Apprenticeship Program, the first to complete the program in its entirety, was honored last month at a graduation dinner in the El Dorado Room of the Jack Tar Hotel.

All 19 graduates now become Journeymen Engineers in the heavy construction industry. Earlier classes had completed the program by applying past credits to program work, but the present group began apprenticeship training at the beginning and completed an intensive, on-the-job training program which included heavy school classroom work.

Al Clem, business manager of Local 3, gave the welcoming address and later awarded commendation certificates to the graduates. Morris Skinner, Regional Director of the Bureau of Apprenticeship and Training,

handed out completion certificates while Charles Hanna, Chief, Division of Apprenticeship Standards, handled the state awards.

Hugh Murphy, Administrator of Apprenticeship Standards in Washington D. C. was the principal speaker.

In making the awards, Clem said that the union's Apprenticeship program was started in 1960 through the joint efforts of the California State Division of Apprenticeship and Training and two contractor groups: The Associated General Contractors and the Engineering and Grading Contractors Association.

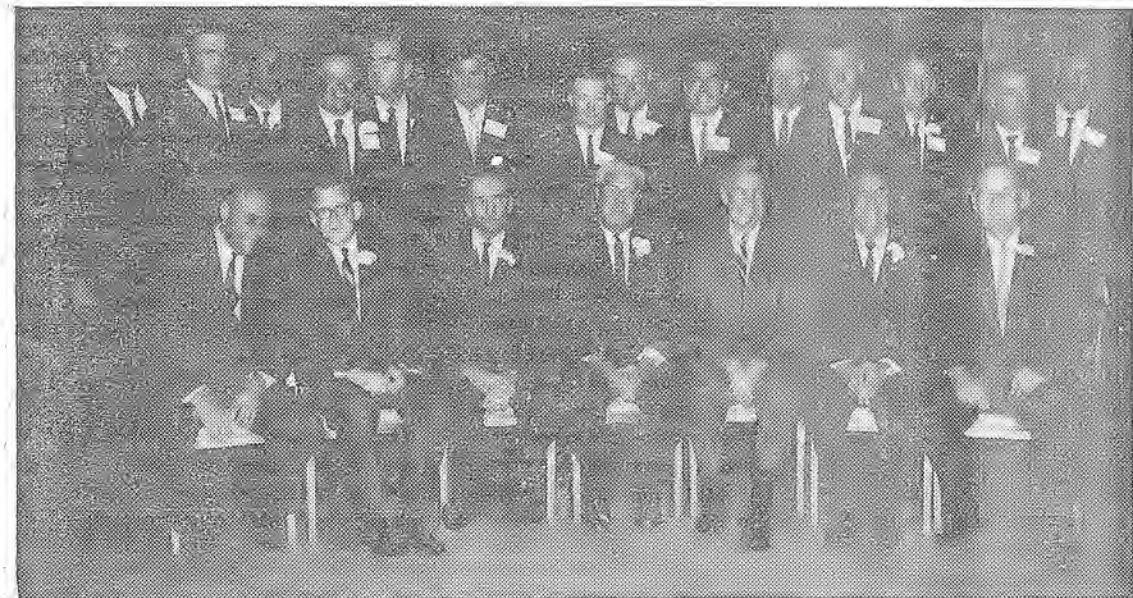
Clem emphasized the key role which apprenticeship training is currently playing in the building trades, and stated that every effort is being made to expand the excellent acceptance and interest which Local 3's program has sparked throughout the trades.

Graduates are: Warren G. Amrine, Donald L. Belden, Tom A. Boskovitch, Oscar I. Cameron, Sherman Cantrell, Ben T. Collins, Billy S. Conn, Norman L. Cooper.

Glenn E. Copas, Ted R. Crawford, Peter J. Favre, Philip Holt, Romeus C. Otremba, Anthony H. Schuster, Rodger D. Sorenson, Jerry L. Swinyer, Arthur S. Wickham, Ronald K. Woods and Clifford M. Young.

## 'Moonlighting' Barred

SAN FRANCISCO—An agreement signed by the Longshoremen's and Warehousemen's Union and the Pacific Maritime Association, bars "moonlighting" by members of the union along the West Coast. If they hold a second job, they will be "de-registered" from longshore employment. Also, the pact provides for wage increases and other adjustments.



GRADUATION . . . Apprentice graduates stand behind officials, from left: Business Manager Al Clem, Harry Erickson, AGC; Buzz Haskins, Dan Giles, Russ Graf, Hugh Murphy, U.S. Labor Dept. Director of Apprentice Training and Chuck Hanna, State Apprentice Division.



# 300 Brothers Still Incognito; Vacation Checks Collecting Dust

Nearly 300 Brothers are not receiving full services from their union because IBM has no current address for them.

The IBM Department needs your help in locating these Brothers. For some there is no address, for others the office is holding return mail which may include valuable vacation checks.

If anyone on the list below is familiar, contact closest dispatch office with information regarding his whereabouts.

## RETURN MAIL

Last Name	First
Ahtou, Adrian	
Akui, Wayne	
Alexander, Sam H.	
Allen, L. E.	
Archer, Geo. L.	
Arnold, Michael	
Auld, H. U.	
Auld, Edgar L.	
Baker, Ronald	
Barnett, Andrew	
Bishop, C. J.	
Bivens, James G.	
Brady, Wm. A.	
Bradshaw, J. T.	
Bragg, James B.	
Brawley, T. J.	
Bradfield, D. J.	
Bradbury, John T.	
Briner, Kenneth	
Briano, Joseph	
Brown, Johnny	
Brown, W. H.	
Bull, Gerald	
Burgess, Delmer	
Burns, Robert	
Butler, L. A.	
Byrne, James	
Cabuyadao, Frank	
Caton, E. A.	
Ching, Richard	
Chong, Harry	
Christensen, Gloyd	
Christopher, Kenneth	
Christian, Chas. M.	
Coburn, J. E.	
Collins, Elmer L.	
Cole, M. G.	
Colwell, James C.	
Cole, Harold	
Cowan, Burl	
Craig, Thos. F.	
Cruz, Benny	
Danz, A. A.	
Deluna, Juan A.	
Delacruz, Florent	
Doyle, Thos. W.	
Dwyer, Edw. V.	
Dzaminski, John M.	
Emerson, Eber	
Estrella, Alfred	
Evans, Clark L.	
Fitch, Jerry T.	
Flores, E. K.	
Fox, Roy D.	
Franklin, Ben	
Fremier, Antoine	
Gant, Odie B.	
Gates, David	
Gibson, Fred G.	
Gilmore, Ernest	
Gipson, Cecil	
Gonzales, Jose G.	
Goss, William	
Grant, Robt. W.	
Grace, Neil M.	
Gregory, H. B.	
Gunter, Elwood	
Habash, George	
Hack, Loyd	
Halemano, John	
Hammett, T. L.	
Hankins, R. A.	
Hartman, Morris	
Harrelson, Raymond	
Harmer, Allan B.	
Harrah, Art	
Harris, L. R.	
Heinrich, Husted	
Herzig, John	
Hilton, Howard	
Hoochuli, W. A.	
Hussey, Richard	
Irvine, Dennis	
Jaime, G.	
Jennings, Harold	
Johnson, Albert	
Johnson, Ray	
Johnson, Oscar E.	
Kaha, Peter	
Kai, William	
Kalaukoa, Francis	
Kamanu, Joseph	
Kam, Henry	
Kawazoe, Ernest	
Kelly, Richard	
Kennedy, Chas. C.	
Keuser, A. F.	
King, T. L.	
King, A. F.	
Lack, L. A.	
Lalum, Robert	
Lange, H.	
Lapp, John	
Larue, Hersche	
Lawson, Jack	
Leong, Jerome	
Lewis, Robert	
Lewis, C. F.	
Lopez, Arthur	
Love, Bruce V.	
Manijo, Maximo	
Martin, Irvin	
Massey, Norman	
Mason, Chester	
Masion, Pedro	
Maynard, Earl	
McCollum, Fred	
McNeill, E. E.	
Medeiros, Antone	
Miyasato, S. R.	
Mongello, Francis	
Moon, Kenneth	
Moore, Lloyd G.	
Moody, Louis J.	
Morss, Robt. G.	
Mori, M.	
Murray, John F.	
Murphy, Albert	
Nalcieha, James	
Narcomey, Jackie	
Neukam, W. F.	
Newman, Dean S.	
Nicomedes, Jofrey	
Nielsen, Donald	
Odenweller, Howard	
Oshiro, Harry M.	
Parlanti, Albert	
Patricio, S.	
Pemberton, Morris	
Pereira, David	
Perona, Lee F.	
Phillips, Vando U.	
Phillips, Ray E.	
Pilani, Peter K.	
Pinkley, Farrell	
Poulsen, Wm. E.	
Purcell, Jack N.	
Quigg, Harold	
Rabe, T.	
Ramay, Walter	
Reed, Aaron L.	
Rees, Jim	
Renfro, Charles	
Reyes, Albert	

Richards, Benjamin	
Richardson, C.	
Ringo, Nick	
Rivera, E.	
Roberts, Roy W.	
Roberts, Harold	
Robinet, C. B.	
Robbins, Geo E.	
Rogers, Jimmy R.	
Rowland, Dan J.	
Russell, Paul	
Sabando, B. F.	
Sallee, H. E.	
Santiago, Maximo	
Saylor, James P.	
Schipel, Joseph	
Shaffer, Kenneth	
Shim, Roland	
Simoni, John	
Smith, Theo	
Snider, Arthur	
Soule, Alan D.	
Spencer, Jack	
Stage, Kelsey	
Stepp, L. D.	
Steele, John M.	
Stewart, Albert	
Stockton, Calvin	
Strickland, Lee	
Stubbs, Fred	
Sutter, Albert	
Tacla, Venanci	
Terry, Thomas	
Toorinjian, A. J.	
Tosta, Frank E.	
Turner, Rolldo	
Turner, Jack L.	
Valdez, Joe M.	
Vaughn, Everal	
Vincent, E. H.	
Wagner, Jerry C.	
Walgraeve, Tom	
Webber, Ward J.	
Webb, Milton	
Wehant, Edw. G.	
Weller, Norman	
Welch, F.	
Wenzel, Garry L.	
West, O. Wade	
White, Herbert	
Whitfield, Ray E.	
Wiederspan, Sam	
Wilson, Don J.	
Williams, Joel	
Wilson, Jimmy W.	
Wilmoth, Clarence	
Williams, Edward	
Williams, Romey J.	
Wong, Wilford	
Wright, E. L.	
Yamasaki, Itsue	

## NO ADDRESS

Last Name	First
Adams, Clinton	
Adkins, David L.	
Anderson, Russell	
Barnhart, Ralph	
Barnes, Paul G.	
Begay, Freddie	
Bennett, Bonsal	
Billings, Alfred	
Binning, Jay L.	
Birch, Peter L.	
Bjerke, Vern D.	
Brimage, Chas.	
Broadrick, Cecil E.	
Brown, Johnny	
Broughton, Louis O.	
Brown, Roland	
Clifton, Ezra	
Cockburn, Andy	
Cooper, Geo L.	
Cook, Roy	
Copeland, Willard	
Costa, Frank A.	
Deros, Peter	
Dibbern, Harold	
Driver, Robt. N.	
Emmans, Douglas	
Fanning, F. V.	
Fimby, Joseph Jr.	
Fraser, S. W.	
Gibson, Arthur	
Guinard, James E.	
Haas, Derald	
Hall, Joseph	
Hammer, Fred H.	
Hashimoto, Stanley	
Henn, Edward Jr.	
Higgs, George	
Ingraham, Harry	
Jackman, John H.	
Jimenez, Rudy	
Jones, Kenneth	
Jordan, J. H.	
Kalanui, Wesley	
Keene, Raymond	
Keeton, James D.	
Kelly, James E.	
Kimsey, George	
Kraeer, Geo E.	
Lebeau, Philip	
Lehto, Kenneth	
Miller, Donald	
Miller, Douglas	
Morris, Lloyd	
Myers, Johnnie	
Nahalowaa, Theodor S.	
Noe, Lloyd	
Pearson, Ulrich	
Pippi, Louis	
Preciado, F.	
Price, James M.	
Puffinburger, David	
Pullin, David A.	
Ross, Walter	
Ross, Pat	
Rothman, Marson	
Salisbury, Bill	
Schott, Earl W.	
Seelig, Martin	
Skinkle, Robt. F.	
Smart, A. Craig	
Smith, C. C.	
Smith, Rodney	
Souza, Donald	
Stapp, Wm. C.	
Sullivan, John L.	
Sweitzer, Alex	
Tennant, Robt. W.	
Thomas, J. E.	
Tom, Herbert	
Underwood, Ralph	
Vanaudal, Julius	
Vanvleck, Robert	
Vogan, Eugene	
Weeks, Jay C.	
Williamson, John F.	
Woodhouse, Howe	



LATEST WORD . . . foremen and supervisors of Peter Kiewit's freeway job in San Francisco listened to safety representative Brother Fran Walker recently concerning the hazards in construction to prevent. Walker showed slides of recent accidents involving death of Operating Engineers.



HARD AT IT . . . this multiple scraper is shown churning up Mother Earth on the California Aqueduct near Patterson.

## Obituaries

Name	City	Init.	Date	Date of Death
Adams, Riley	Project City, Calif.	1-	8-55	6- 2-65
Agresta, John	Concord, Calif.	5-	2-53	6-19-65
Allen, Alonzo R.	Shingle Springs, Calif.	1-	3-42	6-12-65
Andersen, Ferris	Yuba City, Calif.	2-	2-57	5-21-65
Barnes, W. Elton	Weed Heights, Nev.	3-	1-52	6-29-65
Bery, Lionel	Stirling City, Calif.	3-	7-54	6- -65
Boelter, Arnold	El Cerrito, Calif.	9-	30-53	6- 3-65
Bray, Walter	Modesto, Calif.	8-	4-63	6- 7-65
Campbell, D. E.	Bethel Island, Calif.	11-	5-49	6- 5-65
*Chesney, Keith	Colfax, Calif.	12-	1-45	6- 3-65
Chilson, H. F.	Winters, Calif.	8-	18-49	6-17-65
Copley, Roy Elmo	San Bruno, Calif.	12-	30-35	6- 9-65
Crenshaw, William	Summit City, Calif.	7-	12-58	6- 3-65
*David, Cyril J.	Sacramento, Calif.	11-	1-64	5-24-65
Day, Floyd	Campbell, Calif.	12-	7-57	6- 9-65
Diesner, Herbert	Mountain View, Calif.	5-	4-46	6- 2-65
Foudrey, Richard	San Francisco, Calif.	4-	9-34	6-20-65
Grieme, Elmer	Hayward, Calif.	2-	5-61	6-16-65
Hamilton, Jessie	Newark, Calif.	9-	8-56	6-10-65
Hernandez, Barney	Woodland, Calif.	10-	6-45	6-14-65
Horan, Chas.	Port Chicago, Calif.	10-	7-62	6- 8-65
*Keith, Clarence	Los Banos, Calif.	11-	7-42	7- 1-65
Kelton, Leo R.	Richmond, Calif.	12-	2-62	5-27-65
Miller, Michael	San Jose, Calif.	7-	10-54	6-10-65
Mobley, Troy	Mountain Ranch, Calif.	8-	4-63	6-30-65
Mulcahy, Patrick	San Francisco, Calif.	12-	4-44	6-30-65
Ochoa, Peter	W. Sacramento, Calif.	8-	9-64	6-21-65
Pagliaro, John	Redwood City, Calif.	8-	4-56	6- 7-65
Patterson, John	Stockton, Calif.	7-	7-51	6-27-65
Thompson, Fred W.	Fair Oaks, Calif.	9-	11-54	5-28-65
Wilkin, H. D., Jr.	Fallon, Nevada			5-16-65
Wise, John E.	Sacramento, Calif.	10-	4-58	6- 6-65

\*Industrial Accidents—(3)

### For A Union Tire Deal

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# Personal Notes

## SAN JOSE

Our condolences to the families of Brothers Herb Diesner and Floyd Day who passed away recently, and to the family of Brother Michael Miller who died of injuries sustained in an industrial accident.

Brother Lee Hartshaw is recuperating at home after a recent hospitalization.

Our congratulations: To Brother and Mrs. Ron Zicovich who have a new baby daughter, born June 1, 1965, weight 6 pounds, 1 oz.

Brother and Mrs. Earl C. Speck are off to Louisiana where they will vacation at Lake Providence.

**BLOOD DONORS FOR THE MONTH:** Margaret Corbin, Joe Garcia, Bill Dalton, Russell Tucker.

## MARYSVILLE

This past month has been a seemingly rough one for engineers in the Marysville District. Our hospital list includes Dan Grisby, in Chico Community, Darrel McEnespy also in Chico Hospital, Bob Carver, Gerry Hedrick and Harvey Hood in Fremont Hospital in Yuba City and Neal Owens at Rideout Hospital in Marysville. We hope that by the time this newspaper goes to press all of the Brothers will once again be enjoying good health.

Mrs. Del Davis is currently in Chico Hospital and in talking to Del he informs us that he needs 16 pints of blood for Mrs. Davis immediately. You can be of great service to a fellow member by donating a pint of blood in her name or the Operating Engineers Blood Bank. It will also give you a good feeling.

## FRESNO

Congratulations to Archie Shepherd on the addition of a boy in the family.

We are holding some mail for Jesse L. Boswell in the Fresno office, also a check for Clarence C. Clark, Jr.

## SAN RAFAEL

Happy retirement to Brothers Frenchy Carpentier and George Smith—both going out on Local 3 pension.

Congratulations to Brother Paul Trumm on his recent marriage June 5th.

Best wishes for a fast recovery to Brother J. D. "Rocky" Sumner confined at Ross General Hospital.

## RENO

Richard Hardy, the Brother Engineer who was hit by the speeding car on the Wells-Mattich job near Verdi, is recuperating at the Washoe Medical Center in Reno. He was very badly broken up, but he is starting to recover. Brother Hardy will be off work for approximately one year.

Brother M. E. Butler, is in the Washoe Medical Center suffering from a stomach ailment. Brother Butler has been seriously ill and we wish him a speedy recovery.

The population of Nevada increased by one on June 25, 1965. Brother Jack Bullard, Business Representative in the Elko area, and his wife Shirley became the proud parents of a healthy baby boy. He came into the world at a husky 8 lbs. 10 ounces. Our congratulations to Jack and Shirley.

## SALT LAKE

Brother Bill Brighton is in the hospital after suffering a heart attack; we wish him a speedy recovery.

## SANTA ROSA

Our congratulations to the George Newports on the recent arrival of a nine pound baby boy. We wish them much happiness.

We could use more members like Brother Charles Newman who recently donated blood on behalf of the engineers to our blood bank. Thanks again Chuck.

Many thanks to the Brothers who turned out for our regular District Meeting. Your attendance is greatly appreciated!

## REDDING

Our sincere sympathy to the family and friends of our late Brother Riley Adams and Brother William Crenshaw.

We wish a speedy recovery to the following Brothers: Wayne Nelson, Bill Hyder, Fred Brock, Max Buhrle, Jim Landgraff.

Blood Donors for the month are: William Baugh, A. W. Denning, Louis H. Finck, Frank A. Mello, Merle McKinney.

We are still holding checks for the following Brothers: P. E. Crewse, Jr., Alva Holmes, H. E. Pearson, E. Pettus, R. E. Pratt, F. C. Watson.

## SACRAMENTO

We wish to extend our deepest sympathies to the family and friends of Brother John E. Wise who passed away on the 6th of June.

Sympathies also to families and friends of the following Brothers who have passed away: E. B. Pratt, Howard Chilson, Fred W. Thompson, Jerome Robert Wade, Cyril J. David, Mack Couch.

## STOCKTON

Blood Club: Our thanks to Brother Tona Smith and Mrs. Blanche Rosin for their recent donations to the Operating Engineers Blood Club.

Brother William Kramer, who has been living in the San Jose area, dropped in this past month and asked us to say "hello" to his friends in this district.

Brother Blackie Herschberg is in the hospital in Sonora with a stomach ailment.



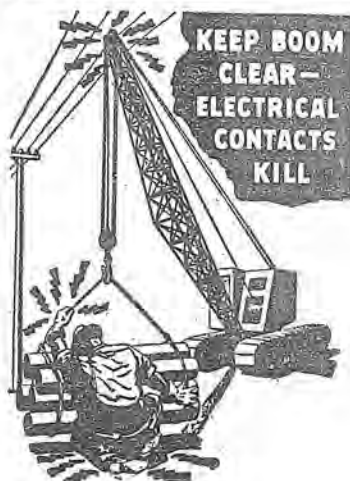
**INTENT** . . . members of Quarry Products, Inc. of Richmond listen intently to stirring safety message given by Safety Representative Dale Marr recently at the company's shed.



**SELF-LOADING** . . . here is closeup of Hancock self-loading scraper. Note dirt flying above paddlewheel.

## Acknowledgment

The family of Brother Keith Chesney who was killed recently in an on-the-job accident in Martinez has asked Engineers News to print the following note: "We wish to express our sincere thanks and appreciation to our many friends who were so kind to us during our sad bereavement in the loss of our beloved husband and father, Keith Chesney."



## BEATING THE ESTIMATE

Good supervision plus the most efficient and reliable equipment to do the job is what it takes to beat the estimate.

ERBCO has the Machines and Tools to do the job in stock at Oakland, Sacramento and Fresno.

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## Hawaii Report

## Tradewinds Blow in Flurry of New Jobs

HAROLD LEWIS,  
BERT NAKANO,  
CLARENCE FRIEND

HONOLULU — The Honolulu International Airport is once again buzzing with activity as vacationers from the mainland and pretty coeds arrive in Honolulu for a wonderful fun-filled Summer vacation. We are sure they will be taking advantage of the canoe rides, catamaran rides, surfing, swimming and Hawaiian Luau's. The warm Hawaiian sunshine will be absorbed and cool pleasant tradewinds will be enjoyed by everyone at the beaches.

Contractors who have been hampered by bad weather are now increasing the tempo of work and are taking advantage of the Summer weather. Our Out-of-Work list should soon be brought down to a minimum.

## SPOTLIGHT ON MEMBERS

Among the many experienced qualified operators in Hawaii, our spotlight this month falls on a unique team of "operator and oiler." The operator, Brother William "Bill" Pauole; and the oiler, Brother Christopher "Olie" Olsen work and share a harmonious relationship true of two Brother members.

This unique team of "operator and oiler" has been working diligently for W. T. Chang Contractors, Inc. for approximately eight months on the flood control project at Kawainui Stream in Kailua, Oahu, Hawaii. It has been

said that they are both assets to W. T. Chang Contractors, Inc. With great efficiency, as a top universal equipment operator, Brother Pauole has the very sensitive task of cutting an entire slope with his dragline. The essential guidance of an efficient oiler is provided by Brother Christopher Olsen who, during his spare time, keeps the machine spotless from boom tip to track rollers.

Putting in full weeks of work with loads of overtime, it is seldom that we see both Brothers Pauole and Olsen in our office. They are busy making money. However, when the weather permits them a day of rest (which is seldom but most welcome) both Brothers Pauole and Olsen, still together as a team, always visit the office to say hello. Their happy, prosperous faces are a happy sight.

Brother Pauole has been a member in good standing with the Operating Engineers since 1957. He is one of the many Brother members in our Union who makes it a habit to pay his Union dues by the year. Our record indicates that he has been doing so for six years in succession.

Brother Christopher Olsen has a very good record, being a member in good standing with the Operating Engineers since 1959. Brother Olsen is one of a line of "Olsens" who are all members of the Operating Engineers.

Brother members "Bill" and

"Olie" who work together harmoniously with great efficiency and skill are indeed a blessing to the local contractors. Keep up the good work! (Our Spotlight may fall again on another deserving brother member or members... it might be you!)

## DEFENSE PROJECT

C. W. Vincent, Inc. has just been awarded a section of the H-1 Federal Defense Highway project. Work is now underway at the Ewa Junction; this area is located outside the rain belt section of Honolulu, Hawaii. Many of our Brothers are being called to work and are receiving steady employment.

Construction Equipment Company, Inc. was low bidder on the Lunalilo Home Road project off Kalaniana'ole Highway. Their bid was \$949,585.10. This should mean more work for the employees of this company.

## HIGHWAY PROGRAM

On the 27 mile interstate highway that will extend from Barber's Point through Honolulu via Lunalilo Freeway to Aina Koa Avenue, Highway Construction Company was apparent low bidder for the construction of the Interstate Route H-1, between Palehua Road and Kunia Road — a 2.4 mile project.

Hawaiian Bitumuls & Paving Co., Ltd. was low bidder for the reconstructing and resurfacing of a portion of Kamehameha Highway near Pearl Harbor.

## OAHU

From a vantage point, the sight of fourteen Linden Cranes in operation atop buildings indicate massive construction of high-rise apartment buildings on Oahu. Building is at its peak on Oahu, and will continue to boom with more high-rise buildings being planned.

Healy Tibbitts Construction Co.'s project at Sandy Beach is near completion. This project required extension of a 42 inch sewer outfall line 900 ft. into the ocean. A trench had to be blasted into the coral 900 feet long and then covered. This necessitated building a trestle along side the trench on which a crane, operated by Brother Frank Raymond, traveled on railroad rails transporting and laying the concrete pipes. As one can imagine, this kind of job requires ingenuity and hard work; all was supplied by Brother members of Local 3.

The Tibbitts project also necessitated the use of aqua lung divers. The divers, all Local 3 members, are faced with many hazards as is reflected in the following news release: "A professional diver suffered a case of the bends and was admitted into the recompression chamber at Pearl Harbor. He is Edwin Woolsey, 28, of Waimanalo. He was on the job yesterday with another diver, Ken Taylor, when he ran out of air in 42 feet of water. He took a deep breath from Taylor's oxygen supply and ascended to the surface. After a short time,

he began to feel pain in his wrists and shoulders and became dizzy. He put on an oxygen supply and descended 20 feet into the ocean while he awaited the ambulance."

Hats off to all the brother members working on this project!

## MAUI

On the Island of Maui, Kahului Harbor, construction is humming as Healy Tibbitts Construction Company is busy on the second phase of repairing the breakwater. H-T Derrick Barge No. 6 will be towed into Kahului Harbor to assist in the operation.

Fong Construction Co. is shipping their equipment by barge to the Island of Lanai where work is going on the Runway Extension of the Lanai Airport. The present runway will be extended 1,500 feet to accommodate larger airplanes. Brother Douglas Sado, our Steward at Fong Construction Company, has been doing a wonderful job.

## HAWAII

Kawaihae has been enjoying perfect weather. Rockefeller's Mauna Kea Beach Hotel, being constructed by Haas and Haynie Corporation is nearing completion and is expected to open for business in July. The beautiful championship golf course, situated near the hotel, has been open for business for quite some time and has been played by the "Three Greats" — Jack Nicklaus, Arnold Palmer and Gary Player.

Reed and Martin International, Inc. is at work on the second Pump Station of the Hilo Sewer Project located near the Hilo Civic Center. Reed and Martin will be operating on a cost-plus basis on this project.

The Stewards in our industrial plants on the "Big Island" have been meeting regularly in the evenings on the first Tuesday of each month to discuss problems and business. Because of the desire to make themselves (Stewards) more effective, subjects such as grievances, contract analysis, labor laws etc. will be discussed nightly.

2 ACRES with 46 Ft. A.B.C. trailer, 50 Ft. 2 story barn, good pasture, spring and well water, river frontage, fenced, \$14,500. Dan R. Loewen, 430 S. 2nd St., Dunsmuir, Calif., phone 96025. Reg. No. 363309.

SUPER CUB, P-A-18, completely rebuilt, perfect cond. Sell or trade for Cat 12 blade, D-3 Cat or Backhoe. Dennis Reynolds, 771 Murray, McKinleyville, Calif. Phone 839-1762. Reg. No. 635546.

## WANTED TO BUY

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

## 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.

## THE SWAP SHOP CORNER: Free Want Ads for Engineers

## FOR SALE

1936 FORD, 4 dr. sedan, 35,786 original miles, five new w.w. tires. Will take \$700. 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, \$695. 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.

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.

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.

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.

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

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

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

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

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. Sproule, H-3 Mason, Yerington, Nev. Phone 463-2592. Reg. No. 1181872.

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.

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, 220-440v, 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, 7 1/2 hp, excellent. \$6000 or trade for Calif. property. Will deliver. Darrel 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 skates, \$650. Also '50 Buick, 4 dr. Super, good shape, new tires, \$150. James E. Webb, 3926 Pestana Way, Livermore, Calif. Reg. No. 962104.

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

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 Hiway, 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.

WELL DRILLING rig, big 6x6 truck; 1000 feet drilled line and pickup truck, \$5000. 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.

6 ACRES, running water, 4 acres in apples, pine trees, garage, septic tank, lights. Ideal for home or trailer, 3 miles east of Georgetown, Calif. on black top road, Arlon Farmer, 2080 E. Charter Way, Stockton, Calif., phone 466-3369. Reg. No. 296727.

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 St. Sp. 32, San Jose, Calif. Phone 286-4642. Reg. No. 1187401.

ENGINE, Packard-Rolls Royce, new, V-12, P-35, \$800. Otto Querner, 1525 Shotwell St., San Francisco. Phone 648-3225. Reg. No. 491005.

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.

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.

HOUSETRAILER, 36 Ft., Spartan, 1 bdr., furnished, all aluminum. Sell \$1395 cash, or trade for property. Paul Ruble, 5237 Dry Creek Rd., Napa, Calif. Phone 224-1719. Reg. No. 454237.

1964 CAMPER, Magic Touch, 10 ft. Also kingsize bed, Icebox, stove with oven and broiler, like new. Glen C. Derrington, 36466 Charles St., Newark, Calif. Reg. No. 863728.

ROLLAWAY TRAILER, 1954, 2 Bdr., 35 Ft., excellent cond., \$1500. To see, call Rose Huff, Livermore, Calif., phone 447-8077. William J. Norris, 4629 Las Vegas Blvd. North, Las Vegas, Nev. Reg. No. 1072261.

DRAGLINE, Model 2, N.W. Also, Clam, G.M. powered, \$4500. Ted Myers, 129 E. San Mateo, Avenal, Calif., phone 9797. Reg. No. 822697.

A.C. RIPPER CAT, 18 HD, 14 ft. and 12 ft. disc; Carryall 12 or 14 yd. Adams Model 100. Scotty Collins, 6819 West Ashlan, Fresno, Calif. Phone AM 6-6902. Reg. No. 566-421.

DORSETT boat, 1960, 15 Ft. Also, 35 electric Merc. motor; heavy-duty tilt trailer. John F. Davis, 1215 Cooper Dr., Manteca, Calif., phone TA 3-7090. Reg. No. 758225.

JEEP P.U., '56, 1 ton, 4 wheel dr., 6 cyl. Warner hubs, heater, good tires. \$800. Giuseppe Tomatis, 6245 Dry Creek Rd., Napa, Calif., phone 996-6511. Reg. No. 535795.

LOADER, D-6, 2 1/2 yd., overhauled, roller & tracks good shape. \$8000. Fred Biolsi, 11191 Farndon Ave., Los Altos, Calif., phone 967-2157. Reg. No. 714391.

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

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

## MOVING?

So you will not miss one issue of Engineers News BE SURE to advise us of your change of address.

REG. NO. \_\_\_\_\_

LOCAL UNION NO. \_\_\_\_\_

SOC. SECURITY NO. \_\_\_\_\_

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CITY \_\_\_\_\_

Clip and mail to Engineers News, 474 Valencia St., S. F. 3, Calif.





# Results of By-Law Amendment Referendum Ballot

TOTAL BALLOTS CAST .....	736
TOTAL VALID BALLOTS CAST .....	642
INVALID BALLOTS .....	84
ADDRESSEE UNKNOWN .....	10

Amendment Number	Yes	No
1	446	164
2	530	100
3	446	184
4	443	181
5	595	39
6	428	195
7	543	77
8	425	202
9	499	133

Respectfully Submitted:  
Election Committee  
Gerard LeDoux  
Lester Davis  
E. F. Horgan  
Oscar Larsson  
Clarence Bowlen  
Mark Campbell

## EXECUTIVE MINUTES

Continued from Page 15—

Local 39, while they are acting officially as Shop Stewards for Local 39, and to be effective July 1, 1965.

Motion made, seconded and carried to accept the following letter of resignation from Brother William LeFevre, with regrets:

To: Officers and Executive Board Members of Stationary Engineers, Local 39

Dear Sirs and Brothers:

It is with deep regret to announce my resignation as Financial Secretary of Local 39, to be effective June 28, 1965.

I am also submitting my resignation as Business Representative of Local 39, to be effective June 30, 1965.

It has been my pleasure to serve as a Business Representative these past years, and as Financial Secretary, plus the many years prior, serving on various Committees.

I sincerely pray and hope, that Local 39 will continue on the road to success. I appeal to the Executive Board and the membership to give their full support to the Line Officers of Local 39.

I have been appointed as an International Representative, and hope I can offer my assistance in the future progress of Local 39, as well as the International Union of Operating Engineers.

Fraternally yours,  
William LeFevre

Motion made and seconded, to publish the telegram from the International Office regarding the distribution of Plant Lists to certain members. Motion failed to carry.

In regard to the Resolution submitted at the last District 1 and District 2 meetings, regarding the discharge of office personnel, a full and complete investigation was conducted with the Business Manager and the Business Representative involved. Following this investigation, it was regularly moved, seconded and carried that the action of the Business Manager be upheld.

Motion made, seconded and carried, to go into Executive Session.

Motion made, seconded and carried, to concur in the action of the Business Manager regarding the hiring of Brother Gerard LeDoux, as Business Representative for Local 39, and that the Business Manager give a progress report within ninety (90) days.

Motion was made and seconded, to hire and additional Business Representative for District 2 — Oakland. Motion failed to carry.

Motion made, seconded and carried to accept the resignation of Brother Gerard LeDoux as a member of the Election Committee from District 2.

Motion made, seconded and carried, to accept the resignation of Brother Gerard LeDoux as Executive Board Member from District 2, due to appointment as Business Representative.

Brother Gerard LeDoux was congratulated on his appointment.

There being no further business, the meeting was adjourned at 3:00 p.m.

Respectfully submitted,  
F. J. Van der Lieth  
Recording Secretary

## CityEngineers Report

By BARNEY SPECKMAN

My first month as Representative for the City Engineers has been a busy one. I spent a good deal of time investigating grievances, gathering information concerning tests, classifications and other facts of interest to all our City Engineers. Plant calls were made at the Aquarium, De Young Museum, Southeast Sewage Plant, Airport proper and Sewage Plant, City College and the War Memorial Building.

Visits with the Civil Service Commission have elicited the information that the Water Treatment jobs would be more likely to be filled with operators having some experience or education in water treatment. It was decided, at the last Council Meeting, to initiate a course in Water Treatment. If any of our engineers are interested, please get in touch with me as soon as possible. It is necessary that at least twenty-five (25) men sign up for the class.

Your Representative was partly instrumental in speeding up the Oral Examination for the Chief Engineers. The oral board had at least one engineer participating on it, which was an improvement over the past. Congratulations to the engineers who passed the written examination! And — we wish you all 'good luck' on the Oral!

One of the unpleasant tasks of this job is asking delinquent members to bring their dues up to date. But it has to be done. A few engineers on the checkoff list are (due to time lag) continually behind in their dues. Please check with the Union office to see what you can do to bring your dues current and protect the benefits due you.

Welcome to Brother Jack Moutal, a new engineer at the Aquarium.

## More--MODESTO

Continued from Page 14—

ployer agreed to pay the full Health and Welfare premium from January 1, 1965. It was further agreed that, since the employees in this industry have been required to pay a portion of this premium (the difference between the negotiated Employer rate and the actual cost), any monies paid in this manner after January 1, 1965, would be refunded to the employee. Since this was to be done on a plant by plant basis, there has been some confusion. In order to clarify and correct any misunderstanding: any engineer working in a plant who has not received this refund for the Health and Welfare payments should contact this office immediately. If the Employer is still deducting a portion of the Health and Welfare premium, please call our office.

Additionally, the Dental Care Plan was broadened to provide coverage for the employee and his dependents, with the Employer paying the full premium cost. There should be no further need for premium payments by those members who elected to cover their dependents through self-payment provisions.

Should you have any questions, please contact me at the Modesto office.

## Valuable Courses Being Offered

Stationary Engineers, Local 39 Joint Apprenticeship Committee and the San Francisco School Department will start classes in Basic Air Conditioning, Basic Electricity, Basic Automatic Controls and Basic Industrial Refrigeration to begin during the week of September 6, 1965.

It is necessary that thirty (30) men sign-up in each class before the School Department will assign classroom space, instructors, dates for classes, etc. If you are interested, please fill out the form below and mail to William Denevi, 3133 Geary Boulevard, San Francisco, as soon as possible.

The following are the classes being offered.

### Basic Electricity

Textbook needed — "Electrical Principles & Practices" by Adams. Cost of textbook—\$6.50. Lecture and visual aids. A practical course for practical application of electricity.

### Basic Air Conditioning

Textbook needed — "Modern Air Conditioning Practice" by N. Harris. Cost of textbook—\$6.00. Heat and Change of State, Properties of Air, Psychometric Chart, Human Comfort, Refrigeration. Recommended for Engineers who want to learn basic air conditioning only.

### Basic Automatic Controls

Textbook helpful—"Automatic Controls" by J. Haines. Cost of textbook \$8.50. Presented by Power Regulators Company Personnel. Electric, Electric and Pneumatic Controls. Recommended for Engineers who already have a basic understanding of air conditioning.

### Advanced Automatic Controls

Presented by Power Regulators Company Personnel. Prerequisite is — Basic Automatic Controls.

### Basic Industrial Refrigeration

Textbook needed — "Basic Refrigeration" by Guy King. A practical Industrial Refrigeration Course. Ammonia and Freon.

Cut Out and Mail	
BASIC ELECTRICITY	<input type="checkbox"/>
BASIC AIR CONDITIONING	<input type="checkbox"/>
BASIC AUTOMATIC CONTROLS	<input type="checkbox"/>
ADVANCED AUTOMATIC CONTROLS	<input type="checkbox"/>
BASIC INDUSTRIAL REFRIGERATION	<input type="checkbox"/>
NAME .....	TELEPHONE .....
ADDRESS .....	
NOTE: Engineers who sign-up for the Courses listed above, will receive a postcard indicating when and where to register for Classes. Mail to Bill Denevi — 3133 Geary Boulevard, San Francisco	
MARK BOX ABOVE FOR THE CLASS YOU WISH TO ENROLL IN.	



THE BEAST . . . here is Fresno's answer to big men and big machines. It's affectionately called "the westside beast" on the canal.

## DISTRICT MEETINGS

starting at 8 p.m.

### DISTRICT 3

Stockton, Aug. 3, Eng. Building, 2626 No. California St.

### DISTRICT 9

San Jose, Aug. 4, Labor Temple, 45 Santa Teresa St.

### DISTRICT 8

Sacramento, Aug. 10, C.E.L.&T. Building, 2525 Stockton Blvd.

### DISTRICT 2

Oakland, Aug. 12, Labor Temple, 2315 Valdez.

### SEPTEMBER

### DISTRICT 10

Ukiah, Sept. 2, Labor Temple, State St.

### DISTRICT 5

Fresno, Sept. 7, Eng. Bldg., 3121 E. Olive St.

## CREDIT UNION MEETINGS

starting 8 p.m.

### DISTRICT 9

San Jose, July 28, 760 Emory St.

### DISTRICT 10

Santa Rosa, Aug. 5, Vet's Bldg., 1351 Bennett Ave.

### DISTRICT 5

Fresno, Aug. 17, Eng. Bldg., 3121 E. Olive St.

### DISTRICT 1

San Francisco, Sept. 1, Eng. Bldg., 474 Valencia St.

### DISTRICT 12

Salt Lake City, Sept. 10, Teamster Hall, 443 So. Sixth St.

### DISTRICT 11

Reno, Sept. 11, Musician's Hall, 124 W. Taylor St.