



Nevada Two-Year Contract Wins Okay; Compares to California Pact

Business Manager Al Clem recently signed a two-year agreement with the Associated General Contractors of Northern Nevada after a lop-sided and overwhelming vote of acceptance by the membership. The contract, covering one of the nation's right-to-work states, contains much of the provisions of the recently accepted and signed Northern California agreement.

Included in the master agreement is the important change in manning which provides for a "utility operator" as the "eighth man" for every seven pieces of earth-moving equipment.

Clem said the "utility operators" will provide a channel for upgrading skills of Local 3 members and place them in a better position to compete for highly technical jobs on automated equipment.

Management is continually devising new and better techniques to move material and equipment is becoming more complex thereby the demand is for a highly polished, skilled operator.

He believes the addition of the journeyman trainee will allow another man to be trained under actual work conditions.

The journeyman trainee will relieve operators for breaks, but shall not take the job of an Operator.

Clem pointed out that the consummation of the contract was made without work stoppages by Local 3 and assures Nevada Brother Engineers and their families a respectable income and sound working conditions.

Here is a summary of the new wage scales, effective July 6:

GROUP NO. 1	RATES PER HOUR	
	Effective Dates	
7-6-65	7-1-66	
\$4.18	\$4.40	
Assistant to Engineer, including Fireman Oiler, Switchman, Brakeman, Deck Hand, Heavy Duty Repairman Helper		
Tar Pot Fireman		
Refr. Chainman (note 4)		
Partsman (Heavy Duty Repair Shop, Parts Room, When Needed)		
GROUP NO. 2	\$4.36	\$4.58
Air Compressor Operator (note 2 & 3)		

Reclamation Adds \$2 Million To Byron Project

Officials of the Federal Bureau of Reclamation and Byron-Bethany Irrigation District signed a loan contract August 5 allowing the District to add nearly \$2 million of improvements to its existing distribution system.

The loan to the District is \$1,756,000. In addition, the District will spend another \$148,000, which includes the cost of the necessary rights-of-way.

The improvement program includes the construction of two new pumping plants, the rehabilitation of three pumping plants, concrete lining for 5.7 miles of canal, and construction of 2.2 miles of concrete pipeline and 23 miles of drainage ditches.

The District includes about 10,000 irrigable acres 25 miles west of Stockton which produce alfalfa, orchard and truck crops.

Material Loader or Conveyor Operator		
Pump Operator (note 2 & 3)		
Screed Operator		
Tar Pot Fireman (power agitated)		
GROUP NO. 3	\$4.46	\$4.70
Engineer Generating Plant		
Asphalt Plant Fireman		
Mixer Box Operator		
Motorman		
Head Chainman (note 4)		
Grade Setter (note 4)		
Rodman (note 4)		
Concrete Curing Machine (Streets, Highways, Airports, Canals)		
Lubrication and Service Engineer (mobile and grease rack)		
GROUP NO. 4	\$4.78	\$4.98
Boxman (asphalt plant)		
Grade Setter (Dams & Highways) (note 4)		
Concrete Mixer Operator, Skip Type		
Concrete Pump or Pumpcrete Gun Operator		
Dinky Operator (Assistant to Engineer Required)		
Ross Carrier Driver		
Skip Loader Operator (under 1 yd.)		
Fork Lift		
GROUP NO. 5	\$4.86	\$5.10
Elevator & Material Hoist Operator (1 drum)		
Pavement Breaker Operator		
Roller Operator		
Small Rubber Tired Tractor w/o earthmoving attachments		
GROUP NO. 6	\$4.90	\$5.16
A-Frame Boom Truck		
Concrete Batch Plant Operator		
Concrete or Asphalt Spreading, Mechanical		
Tamping and Finishing Machine Operator		
Stationary Pipe Wrapping, Cleaning & Bending Machine Operator		
Concrete Saws (Highways, streets, airports, canals)		
Highline Cableway Signalman		

Curb-Cutter (Mechanical Finishers)		
Mechanical Finishers (concrete) (Clary, Johnson, Bidwell Bridge Deck, or similar types)		
GROUP NO. 7	\$5.00	\$5.26
Road Oil Mixing Machine Operator or Pugmill Operator		
Surface Heater & Planer Operator		
Material Hoist, Double-Drum		
Boring Machine Operator (excluding pneumatic or similar capacity)		
Trenching Machine Operator (Assistant to Engineer Required)		
Concrete Mixer Operator, Paving & Mobile Mix		
Chicago Boom, Tower Mobile		
Tractor without earth-moving attachments		
Pumps (note 3) (2 to 6)		
Compressors (note 3) (2 to 6)		
Welder Gas or Diesel Driven (note c) (2 to 8)		
Small rubber-tired trenching machine & similar small equipment (any assistance in the operation if needed shall be performed by an Employee)		
Self-propelled boom type lifting device (Assistant Engineer required, except on 10-ton capacity or less)		
Instrument Man (note 4)		
Pipe Cleaning Machine (tractor propelled and supported)		
Pipe Wrapping Machine (tractor propelled and supported)		
Pipe Bending Machine (pipelines only)		
Crushing Plant Engineer		
Asphalt Plant Engineer		
Kolman Loader		
Utility Operator		
GROUP NO. 7A	\$5.14	\$5.46
Heavy Duty Repairman or Welder		
Tractor Operator, Bulldozer, Scraper or Drag-type Shovel or Boom Attachment		
Self Propelled Compactor Dozer		
GROUP NO. 8	\$5.18	\$5.46
Drilling Machine Operator, inc. Water		

wells (Assistant to Engineer Required)		
Elevating Grader Operator		
Locomotive Engineer (Asst. to Eng.)		
Mixermobile		
Oshkosh, DW-10, 20 and 21 Tournapull or similar equipment Operator (up to & including 35 cy. "struck", m.r.c.)		
Loader (up to 2 1/2 yds.)		
GROUP NO. 9	\$5.30	\$5.58
Universal Equipment Operator, Shovel, Dragline, Derrick Barge, Clamshell, grad-alls, (up to and inc. 1 yd.)		
Crane (not over 25 tons) (Assistant to Engineer required)		
Euclid or Similar Type Loader		
Motor Patrol Operator		
Combination Backhoe and Loader (to & including 3/4 yard) (oiler required when more than 200 degree swing)		
GROUP NO. 10	\$5.40	\$5.70
Chief of Party (note 4)		
Tractor, Scraper or Drag-type Shovel, Tandem		
Oshkosh, DW-10, 20 and 21 Tournapull or similar equipment Operator (over 35 cy. "struck", m.r.c.)		
Multi-engine earth-moving equipment (up to & including 75 c.y.)		
Loader over 2 1/2 yds. up to and include 4 yds.		
Euclid belt type Loader & similar types (Assistant to Engineer required)		
GROUP NO. 11	\$5.56	\$5.84
Universal Equipment Operator, Shovel, Dragline, Derrick, Barge, Clamshell, Grade-all, over 1 yd.		
Crane over 25 T (Assistant to Engineer required)		
Highline Cableway Operator		
DW-10, 20, etc., Tandem		
Automatic asphalt or concrete slip form paver (2 screedmen and 1 gradsetter required)		
Slip form paver, concrete or asphalt (1 operator and 2 screedmen required)		
Self-propelled compactor with multiple propulsion power units		
Tower Crane Mobile (Assistant to Engineer required)		
Loader (over 4 yds.)		
Tandem Cats		

Multi-Engine earth-moving equipment (over 75 c.y.)

GROUP NO. 11A (New)	\$5.10	\$5.14
Airborne Hoist Operator for Helicopter used on work covered by this Agreement		
GROUP NO. 11B (New)	\$6.22	\$6.58
Co-Pilot of Helicopter used on work covered by this Agreement		
GROUP NO. 11C (New)	\$6.36	\$6.70
Pilot of Helicopter used on work covered by this Agreement		

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

NOTE:

A. Assistant to Engineer required on Universal Equipment Power Shovels, etc. Two (2) Assistants to Engineer required on 120-B. and similar type equipment.

B. Operators, Assistants to Engineer and Indentured Apprentices on equipment with booms of eighty (80) feet or more, including jib, shall receive additional premium according to the following schedule:

	Per Hour
Booms of 80 feet up to, but not including, 130 feet	\$0.15
Booms of 130 feet up to, but not including, 180 feet	.30
Booms of 180 feet and over	.45

C. An Operating Engineer shall maintain and service gasoline or diesel driven welding machines when the welding is being performed by another craft.

The straight time hourly wage rate of Indentured Apprentices shall be the following percentage of the Group No. 8 of Section No. XVII 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.

There Were 124 Entries

College Scholarship Awards Announced

After a careful screening of over 124 entries in the Operating Engineers' Local 3 second annual college scholarship awards, Miss Cherri Lukasko, of Rio Linda, Calif., and Robert Vicks, of Fallon, Nev., were named this year's winners and received \$500 scholarships.

Cherri, who became 18 years old one month before the presentation by Business Manager Al Clem, is the daughter of Mr. and Mrs. Paul Lukasko. Brother Lukasko is master mechanic for Gordon Ball in Sacramento. He has been a member of Local 3 since 1943.

In addition to winning the Local 3 scholarship, Cherri also won the following scholarships and achievement awards: Elks Club National Foundation Scholarship, \$600; the Roy A. Hill Scholarship, \$150; Bank of America achievement award and trophy, \$50 savings bond; the GEMCO \$25 award and trophy and local Soroptimist award and certificate of student leadership.

Cherri has been accepted at the University of California at Los Angeles where she enrolled to study science. Last summer she won a six weeks National Science Foundation scholarship for study at UCLA in meteorology.

She would like to teach or do research work in science, and points out that the Peace Corps and Foreign Student Exchange

Student program interests her. She is an all around girl who has also excelled as a marksman with the National Rifle Association;

the Grange and 4-H representative from her area to Washington, D.C., and has entered in state sewing and cooking contests.

She graduated in June number one in a class of nearly 300 students with "nearly a straight 'A' average." (She received one B-plus in gym in her freshman year, and because of a physical disability was medically exempt thereafter.)

Vicks is the son of Robert Vicks, Sr., who was appointed by Clem as a Business Representative in Nevada this month.

Bob ranked second in a class of 147 Churchill County High School graduates this June.

He, like Cherri, has a bent for science and plans to continue his education at Stanford University majoring in chemistry and continuing on for graduate work in radiochemistry.

During the summer of 1964 Bob was one of 52 students who attended Clarkson College of Technology in Potsdam, N.Y., studying mathematics, chemistry, computers and philosophy.

While at high school, he developed a photo laboratory to produce pictures for the school newspaper and yearbook, and learned a great deal about photography.



COLLEGE BOUND—Miss Cherri Lukasko, of Rio Linda, Calif. received \$500 Local 3 college scholarship from Business Manager Al Clem. Cherri graduated at the tops scholastically, and will attend UCLA next month.

Memo from the Manager's Desk

By AL CLEM

Burning Midnight Oil

The month of July was an extremely busy one for all those connected with the negotiations of the various contracts.

The most outstanding contract that we were able to arrive at with the employers was that with the members of the AGC in Northern Nevada. After a series of meetings we concluded a contract which contains most of the provisions of that which we have with the AGC of Northern California. We think that this being a "Right-to-Work state" that this was a considerable achievement. Had we not had the wholehearted support of all the members in Northern Nevada in the construction industry, I am confident that these gains could not have been accomplished.

OVERWHELMING ACCEPTANCE

The proposal was submitted to the members at the special-called meeting on Saturday afternoon in Reno, July 24, and was ratified by an overwhelming majority with only four dissenting votes; we think this speaks for itself.

The Apprenticeship Standards have been submitted to the employers for their approval and we hope to get the Apprenticeship Program on the road in this portion of our jurisdiction in the immediate future. It goes without saying that this will be a difficult job due to the fact that it will be necessary for many of the apprentices to travel a considerable distance to attend the classes; however, we are going to endeavor to alleviate this hardship by setting up correspondence courses whereby they can get the necessary credits to qualify in the program.

SURVEYORS AGREEMENT

Another contract which covers almost as many members as that in Northern Nevada is that of the Bay County Land Surveyors in Northern California. At approximately 12:00 midnight August 10 we arrived at a tentative agreement with this group of employers, and before many of you receive this issue of the paper it will be submitted to those employees engaged in the land surveying industry for their acceptance or rejection.

This is another excellent contract in the wage increase and fringe benefit payments equal to those received by the employees performing the same type of work for the AGC in Northern California, with a modified hiring hall which will protect the job opportunities for those employees engaged in this type of work.

We were successful on concluding an agreement with the Dredgers on a joint venture with Local 12 in Southern California. The pact was ratified by members of Local 3 last week.

PILEDRIER AGREEMENT

And as late as Aug. 10 we reached tentative agreement with the Pile Drivers concerning a new pact, and provisions of it will now go before the membership for its vote.

A specially called meeting to ratify the Pile Driver contract is slated for Oakland in the Union Hall, 1444 Webster Street.

As we have approximately 1800 short form agreements directly related to the master agreements with various contractors performing work in Northern California and Northern Nevada, we have a tremendous job of getting these resigned.

ARE YOU RECEIVING WAGE INCREASE?

If you are not receiving the new wage scales appearing in this issue of the paper in Nevada or the wage scales that appeared in the July issue of the "Engineers News" covering work in Northern California, we urge you to contact your representative at once. Your employer may have inadvertently neglected to put the new wages into effect.

NEW MANNING PROVISIONS

Starting in the month of September we will be implementing the new manning provisions in the contract. We are sure that with the wholehearted support and cooperation of the employers, as evidenced by their agreeing to this concept at the bargaining table, we will not encounter any difficulties.

We still have the steel erecting agreement to negotiate. It expires September 1. We are hopeful that the building materials negotiations will be consummated before August 15.

As most of the crafts are now going back to work, the out-of-work lists in all areas are diminishing at an accelerated rate. We look forward to the next three months being extremely active for the members of Local 3.

We note that in some areas at this time that we are short of certain classifications so if you are out of work, we suggest that you contact your representative at once.

Continued from Page 2—

Fragrant Air

Redwood Empire 'Blossoms'; Work Scene Drips Money

By RUSS SWANSON and LOU BARNES

SANTA ROSA — Even though it appears to be just a fair fear so far as the quantity of pears are concerned—the price is up so that it will not take as many pears, but the producer will still come out all right.

Now, just what have pears got to do with construction? Nothing but on a comparison basis this year has so far shown us a bumper crop of work and the price is up; that is, the new contract has been completed and the brothers are enjoying the increases obtained by the Business Manager and Officers.

Not that we have an overabundance of work to take care of all those passing through the area; but we have been fortunate in providing employment for the greater majority of those living in the area.

The Parker-Thomas-Gist highway bridge job at Casper has been shut down for two weeks because of a pile butt picket. An explanation is in order because of some rumors going around.

First of all, a question arose as to why other jobs in northern California employing pile drivers, such as Thomas and Peter Kiewit were not shut down. The reason is those companies signed an "interim" agreement with Local 34 of the Pile Drivers Union. The same contract was offered to Gist, and he refused to sign it. Thus, two pile butts have been on picket duty and about 40 Engineers have been idle.

At this writing it is our understanding that an agreement has been reached by the unions negotiating committee and the odds are that the members will give a favorable vote for the contract, which will in turn put the wheels in motion and the Operating Engineers will be working.

NEW JOBS

B & G Construction Co. were low bidders on the first phase of the Piner Creek Flood control project in Sonoma County at \$560,000, and the price being

good, the "super" says there will be some hours. This will be a good one for the brothers.

Arthur B. Siri got the second phase of the same job and will be starting in the very near future along with the other work they now have in progress. This company is now one of the largest earth moving spreads in the area.

Absco Paving Co. moved into Lake County and is in the process of putting up a new Barber Greene asphalt plant and rock crusher to service the Hughes and Ladd, and Siri job.

Vic Henry, the "Super" of Absco, says he hopes to keep this a permanent installation in the County. We certainly hope so, for it will be an asset to the Engineers and the County.

Lange Brothers was awarded the second addition on the Clear Lake Riviera sub-division for streets and all the underground. The amount of the bid is not known, but is sizeable. There are six operators working on this project, which will give you some idea as to the size of the job. Raymond Murphy Associates has two survey crews working and cannot keep up with the 'sales,' so we can do with a lot of these jobs throughout the area.

ODD JOBS

Most local firms are in full swing at present, with a multitude of sub-divisions going in the area. We in the Santa Rosa office have been asked as to when the Warm Springs Dam (Dry Creek) will be let. At this time we have heard nothing more concerning dates. All that has been stated in the local paper is the Supervisors are still negotiating with Congress for an appropriation and a stepped up action.

Wise & McGinty is busy at several locations. They are building an earth-fill dam in Lake County with 75,000 yards of earth to be moved, placed and compacted. And also started Santa

Rosa Ave. street widening job. This company is now building a new disposal pit for the County of Sonoma. Argonaut Constructors is busy at several locations throughout the district, and Strocco paving company is still going strong.

BOY'S CLUB

July 17th was "D" for a number of Operating Engineers and other Building Tradesmen who worked and donated to benefit the Boy's Club; mainly in the Santa Rosa area. Many thanks to those who worked.

The president of the State Building trades, Bryan Deavers was present at the Victory Picnic held in Boyes Springs and along with the rest of us felt that anything which can be done towards helping boys develop good habits, is well worth the effort. Next year it is hoped participation will spread so that other industries will be involved.

APPRENTICE

The new coordinator in this area is Roger Grant, so when you see a young looking blond fellow on the job talking to the apprentices you will recognize him. Rather than go into detail now, other than saying the apprentice program is progressing, we regret to report something which is very heart-rending.

Apprentice Tom Clark had just been accepted in the program and had started to work. On July 24 he had an accident while driving his car and was killed instantly.

Many people have called and it is evident that Tom, who was only 21, had developed many friends while working only a short time. His fellow employees and employers knew that he would have been a credit to the Operating Engineers.

Our deepest sympathy to his family, and especially to his dad Les, who has been an Operating Engineer for many years.

Our congratulations to Brother Al Boardman, who was appointed to the Industrial Accident Commission by Governor Brown. Good Luck, Al!

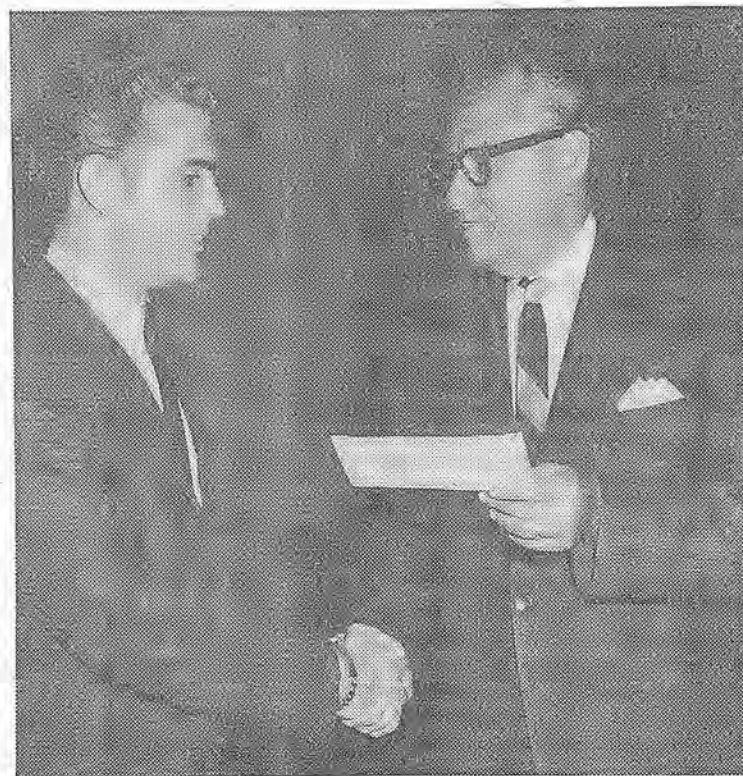
Label Drive Pledged Among Cigar Smokers

NEW YORK — The AFL-CIO Union Label & Service Trades Dept. will urge smokers to increase their support of union label cigars, Dept. Sec. Treas. Joseph Lewis told stockholders of the Blackstone Cigar Co. at their annual meeting here. The firm has signed a union label agreement with the Cigar Makers.

GUERNEVILLE ROAD AWARD

The Coxco Associates won a state department of Public Works contract for \$433,620.50 to widen, grade, reconstruct and pave 2 miles of Guerneville Road west of Santa Rosa.

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SCHOLAR—Bob Vicks was the recipient of one of two Local 3 college scholarships from Manager Al Clem. He will attend Stanford University next month. Bob hails from Nevada.

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OPERATING ENGINEERS LOCAL 3



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Major Contracts Now Complete

Local 3 major contracts have been completed, with the exception of those awaiting ratification from the membership.

The contracts are: AGC, EGCA and CCC in California and Nevada. The Pile Drivers, Master Dredge and Surveyor's contracts have been tentatively okayed, and await membership approval.

Remaining is the Steel Erectors contract which Business Manager Al Clem and the negotiating committee currently is compiling.

In every instance, Clem and his team have made outstanding gains in all phases of the contracts. The contracts are the best and most representative obtainable to keep pace with the economic progress of our jurisdiction.

The outstanding feature of AGC and major earth-moving contracts is the "crew concept" of eight men to seven pieces of equipment. To the best of our knowledge, no other IUOE local throughout the country has this provision. It should be of great value to our members as an assist in keeping pace with the highly technical skills these newer and complex machines and contractors demand.

PROTECT LOCAL 3 CONTRACTS

But, and here is a word of caution to all our Brothers who work under the banner of Local 3: contract violations jeopardize your guaranteed security gained by skillful and tough-minded collective bargaining at negotiation time.

If there is an attempt to weaken the jurisdiction on the job, this should be reported immediately to your Business Representative. Don't wait for him to come around the job site to inform him. Call the office immediately, and he'll get the message and see you within hours. Protect your own job, as well as your Brother Engineers' job, by protecting the provisions of the agreement.

Familiarize yourself thoroughly with the new contract. New booklets are being printed now, and should be in the dispatch offices shortly.

If you're not sure about what your new wages are, then you had better contact your Business Representative. Look into last month's "Engineers News" for the new job rates in California, and this month's issue for the Nevada rundown.

HEAT, DUST, NOISE SURVEY

U.S. Public Health Department survey crews are visiting job sites this month to gather information on the effects of heat, noise and dust on Operating Engineers. Results will be tabulated and recommendations made sometime this Fall. This is the first complete survey of its kind conducted in America.

More--Manager's Memo

Continued from Page 2—

gest you contact your dispatch office and make inquiries as to where the best work opportunities exist.

NEW UTAH BUILDING

We have secured plans and bids from various contractors in the State of Utah for building a new office in Salt Lake City, and hope to start this project this month. It is anticipated that it will take 60 to 90 days to complete this job, however, I feel confident that the members in Salt Lake will be well pleased with the proposed building.

The booklets containing the AGC contracts for Northern California and Northern Nevada are at the printers now, and they should be ready for distribution within the next two or three weeks. This is a rather complex printing job and it takes considerable time.

HELP ON JURISDICTIONAL PROBLEMS

We are still plagued with several jurisdictional problems with a couple of the crafts so we would like to take this opportunity to ask all of you that when you see someone operating equipment falling within the jurisdiction of Local 3, notify your steward immediately or the Business Representative. Be alert and protect our jurisdiction. Help obtain all possible job opportunities for all the members of our union. Having a good contract, but allowing someone else to perform the work is not a good situation!

DISPATCHES RECORD HIGH

During the month of August there were 4255 men dispatched to various jobs. There were 11 regular agreements signed and 2 short form agreements signed.

'Let's Finish the Job'



How to Buy

Know New Medicare Social Security Benefits

(First in a series of two articles.)

By SIDNEY MARGOLIUS

Social Security health insurance for the elderly goes into effect July 1, 1966. In addition to the medical benefits, Congress has enacted important improvements in Social Security itself, effective immediately. Some of these help younger people still at work as well as retired and widowed families.

The health insurance provisions, popularly known as "Medicare," do much to solve the most difficult problem of older people — their medical expenses. After all the debates, Congress and the Administration did produce quite complete health insurance. It not only will solve many financial problems, but will be a boon to health by making available some preventive care as well as care when ill. In fact, older people now will have better medical coverage than younger families, one health-insurance expert points out. But they need it more.

You will need to understand the new provisions thoroughly to get full advantage from them. A massive educational campaign by unions, co-ops and other community groups will be necessary to acquaint people with what the new law does and does not provide.

Some people may not realize they are covered. Others who think they are, may not be. Too, full benefit of the new law is yours only if you also buy the voluntary supplementary insurance which pays doctor bills, and which will cost you \$3 a month.

There also are a few gaps in protection, and these lend themselves to exploitation by some of the high-pressure commercial insurance companies, but can be filled in inexpensively by group-care and Blue Cross supplementary coverage now being developed.

Medicare also provides a hidden boon for younger workers. By relieving Blue Cross and commercial insurance companies of the high expense of insuring older people, the new law will slow down the steady increases in Blue Cross and commercial health insurance rates.

For example, Blue Cross in the New York area has been paying out about 50 per cent more for elderly subscribers than it takes in from them. Blue Cross plans in other areas have been similarly burdened. Blue Cross rates in some areas have been rising at the rate of about 8-9 per cent

a year. Removing the expense of insuring older people won't stop that rise completely but will slow it down, one health-insurance authority advises.

Who is covered? It is important to know that virtually everybody, 65 or older, is covered whether or not they are getting Social Security or railroad retirement benefits. Doctors who fought Medicare also are covered.

On the other hand, no one under 65 is eligible for Medicare, even if getting Social Security or railroad retirement payments. One large group thus left uncovered is about 1.5 million wives of men 65 or older, who themselves are under 65.

These wives now become a problem, especially if employers who provide health insurance coverage for retired workers, now discontinue it. The coverage for wives will have to be provided either by asking employers to continue coverage for them, or if you have your own family policy, by converting it to individual coverage for your wife until she reaches 65 and becomes eligible.

What Medicare Provides: The basic coverage, for which you don't have to pay anything if you are 65 or over, provides:

(1) hospital insurance, including full coverage after the first \$40, for up to 60 days in each period of illness, plus an additional 30 days for which you pay \$10 a day;

(2) post-hospital nursing-home care for 20 days in each period of illness, fully insured, plus 80 additional days for which you pay \$5 a day;

(3) outpatient diagnostic services, provided by a hospital, for which you pay the first \$20 of cost plus 20 per cent of any balance above \$20;

(4) home nursing care, including up to 100 post-hospital visits by a nurse or other technician, at no cost to you;

(5) psychiatric care in a hospital for up to 60 days, with a lifetime limit of 190 days.

Understand that this basic coverage is mainly hospital or post-hospital care, and does not pay doctor bills. Coverage for doctor bills is available separately through the voluntary supplementary plan for which you would pay \$3 a month. This insurance will pay all doctor and surgeon fees for extra care in or out of a hospital (including office and home visits) except for the first \$50 of your total annual costs, and 20 per cent of the total cost above \$50. You will pay the first \$50 and the additional 20 per cent.

Sacramento Report—

Capitol City Looking for More Work

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

SACRAMENTO—Work in this area has been exceptionally slow due to several factors: One was the Cement Masons strike for some time which slowed down sub-division work.

Another is no major highway work is being let in the immediate area. It seems most of the State money for highway construction and repair has been going to the flood ravaged area in the northern part of the State.

There is a lot of highway work to be let, but does not look like we will get much of it this year.

We are still in desperate need of blood for our blood bank. Our blood bank has been depleted for some time and we have been borrowing blood for our members from the reserves of other blood banks.

We cleared 577 men out this hall last month.

Summer is finally here? We had rain every week in June here in the mountains.

ARC is finally getting full crews going at Hell Hole. They have had considerable trouble with the clay, it has been very wet. The shovels have been going steady with the rock and are above the clay by about 125 feet.

The Ox Bow Dam is progressing very well and by the time this reaches you, the concrete should be above the river. Once they get to this point, the concrete usually rises very fast.

The Dam at Interbay is just getting started but should move along rapidly as it is not too large. The Company has had considerable trouble with bad ground at this site, but the State has finally given the go-ahead signal.

Ets-Hoskin Corp. has four powerhouses and four penstocks on this project. The Ox Bow Powerhouse and Middle Fork are over 50% completed, and the French Meadows and Ralston Powerhouses are just getting off the ground.

The tunnels have been halted due to the strike but had been moving right along. They had some bad luck and lost a man in a cave-in and injured several others. These crews have done a wonderful job when considering the conditions they work under.

Over on the Hardeman job they are winding up the Jackson Meadows Dam and access roads. The Chicago Park, Dutch Flat Dam and Drum Flume lines are about completed. We regret that this project will be completed by the first of the year, as this job provided many jobs for the brothers.

Darkenwald has moved in a spread at the Drum Forebay and are moving right along. This job has a very tight completion date and must be ready in order for the Powerhouse to operate.

Rothchild, Raffin and Weirick are also on the same completion date on the flume line repair that will feed into the Drum Forebay. They have several crews going on this job at the present.

Kuckenberg Construction Co. have started a Canal job near Freeport. This consists of moving 450,000 yards of dirt for a length of 7 miles. This is a sub-contract of Krypan Bros. who have a one million dollar pipeline job in that area. C. Norman Peterson Co. is

building two pumping stations as part of this project.

A Teichert & Son have quite a crew's working on their Morris Creek job. They also have the site preparation for the huge Broadway-Hale Shopping Center, which has purchased the dirt from the Morris Creek job for their fill. This is killing two birds with one stone. This company also has another contract for the widening of Morris Creek from 47th Avenue to Power Inn Road. There will be quite a bit of dirt to be moved on this project. They also have another contract to widen Florin Creek on Berber Road.

Granite Construction Company is busy with several jobs throughout the area. They are widening 47th Avenue from Stockton Blvd. to the Freeway and from Franklin Blvd. to the Railroad Tracks. They also are widening Franklin Blvd. from 47th Avenue to Florin Road. Out in the north area they have Sunrise Blvd. and Madison Avenue, both to 4 lanes. They also are busy on a large pipeline job on Fair Oaks Blvd.

Rados & Somar, Inc., from Los Angeles, is busy on their pipeline job in the Fair Oaks area. Ham Bros. of San Diego, also have a pipeline job in this area.

Sunset City is almost at a standstill. Matich Corp. has only

a couple of rigs left and so has Wm. Long. There should be more activity in this area soon, as A. Teichert & Son was the low bidder on a road job from Sunset City across to the Sunset Industrial Tract on Hiway 99E. This means a lot of rock through the lava beds. Teichert has the dirt moved on the Formica Plant at the Sunset Industrial plant. Stolte Inc. is building the plant.

Fredricksen & Watson is really making the dirt fly at the County Airport. They have a couple more months of heavy dirt moving then will taper down to mostly finish work. They will be starting on their Hiway job from El Centro Rd. to the river very shortly. Granite Construction Co. has started laying the rock on their portion of the airport.

The W-X and 29-30th St. Freeway jobs are a beehive of activity with Kaiser Steel setting the steel girders, Fruin Colnon paving the concrete on the W-X, Keiwi getting their portion of W-X shaped up with the clearing, pipeline to be installed, building to be wrecked, Keiwi is still going strong on their job on 29-30th St. Freeway.

POLLOCK PINES PLACERVILLE AREA

Exploration started on Loon Lake underground Powerhouse with the drilling of a 1200 foot hole by Boyles Bros. near the intake of the proposed Loon Lake

Tunnel. The contract to excavate the shaft for the underground powerhouse is expected to be bid around the middle of August and work should commence shortly thereafter. Construction on the Loon Tunnel is expected to start in the spring of 1967. Also, exploration for the Brush Creek Dam is underway with core drilling on both abutments of the proposed dam site and construction is expected to start in the early summer of 1966.

The current construction is progressing on schedule. Namely, White Rock Tunnel with progress averaging approximately 60 feet per day. White Rock Powerhouse with excavation for the retaining wall nearing completion and formwork will begin in preparation for the placement of concrete.

The Slab Creek Dam is progressing on schedule with excavation of both left and right abutments, preparing of diversion thru the upper end of the White Rock Tunnel, setting up of the batch plant, and the clearing of the reservoir.

J. A. Jones Construction Co. is continuing at a rapid pace. Since the contract award date on May 6, 1965, the Jones boys have concentrated on completing the excavating work so as to divert the south fork of the American River through a temporary diversion channel and getting ready for

placing the first concrete for the restraining wall. The first concrete placement will take place by the end of July, 1965. The completion date for this project is February 5, 1966. Project Superintendent, Bill Kennish; Operating Engineers, B. C. Cullen, Ivan Lashley, Charles Cartmill, Andy Christiansen, Harry Porter, Jim Sutton, Homer Leorthrop, Art Duarte, Jay Williams, and E. T. Sneed.

The Granite Construction Co. on the Freeway job at Pollock Pines, Hiway 50, is planning on the rope cutting ceremony around the 28th day of July, 1965.

The Harms Bros. Const. Co. is resurfacing the Hiway 50 between Riverton east of Pollock Pines and Strawberry Lodge. This is a slow tedious job on account of the heavy traffic going to the South Shore.

Operating Engineers Local No. 3 office has moved to a new location, across from the Bechtel office in Pollock Pines on Hiway 50, and will be kept open on Tuesday nights from 5 to 8 p.m.

BLOOD DONORS

Allen, Alden
Bell, E. Richard
Brzyse, Chester
MacIntyre, Jack O.
Parton, Mrs. Beverly
Smith, Ladd W.

DECEASED MEMBERS

We wish to extend our deepest sympathies to the family and friends of the following Brothers who have passed away:

Allen, Opal J.
Chesney, Keith
Grundell, Richard Gordon
Hernandez, Barney
James, Ralph D.
Ochoa, Peter R.

Check Social Security Changes

Most California residents will be affected in some way by one or more of the changes made in the social security law by Congress this year.

One change affecting California residents who now get monthly retirement, survivor, or disability payments is the 7 percent increase in the benefit rate. 95,000 persons will receive a total of about \$500,000 more each month because of this increase, according to a Social Security spokesman.

Monthly payments which previously ranged from \$40 to \$127 a month, will now be \$44 to \$135.90 each month. The increase will be effective with January 1965. In mid-September beneficiaries will get an extra check for the difference between the old and new rates for January through August.

Another important change, affecting nearly everyone 65 or over, is a new program of health insurance for the aged.

There are two parts to this pro-

gram: 1—a basic plan of hospital insurance; 2—a supplemental medical plan covering physicians' and surgeons' fees as well as other costs.

As a result of the amendments—

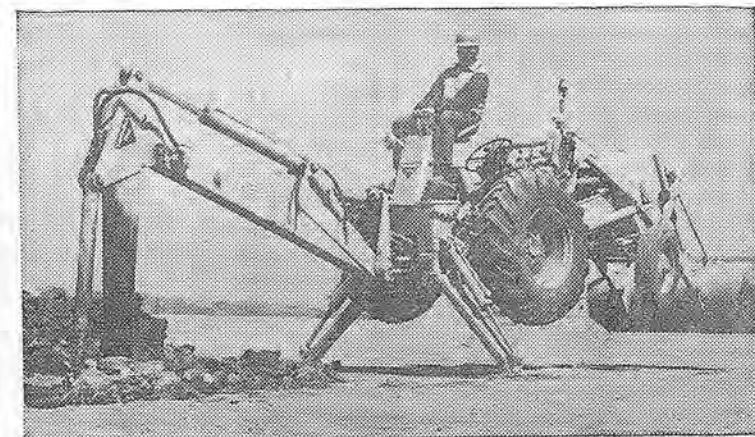
- Widows may receive reduced monthly payments as early as age 60 if they choose, rather than waiting until they are 62 for an unreduced benefit.
- Benefits to children can continue after age 18 until they reach 22 if they are attending school full time.
- A retired worker's monthly benefit will be automatically refigured to take account of additional earnings which may increase his payment.
- Certain persons 72 or over may be able to qualify for monthly payments even though they did not have enough work credit to get benefits before the change in the law.
- Low income farmers can now report a greater amount of

gross income from farming under the optional provision.

The amendments also:

- Adjusted social security tax rates for workers, employers, and self-employed persons to finance the old-age, survivors, and disability insurance program. Also established a new contribution to finance health insurance for the aged.
- Raised the maximum amount of wages and self-employment income on which social security taxes are paid from \$4,800 to \$6,600, beginning with 1966.
- Provided for monthly benefits for certain divorced wives and surviving divorced wives of deceased workers who were dependent on their former husband.
- Covered cash tips under certain conditions as wages for social security purposes, beginning January, 1966.
- Changed the retirement test to permit more earnings without having benefits withheld, beginning with 1966.
- Covered self-employment earnings from the practice of medicine for social security purposes.
- Changed the definition of disability for purposes of entitlement to disability insurance benefits.
- Provided for the payment of benefits at a reduced rate to widows and widowers who remarry.

Anyone having questions about the changes in the Social Security Act should write, phone, or visit the Social Security office nearest to him.



ON ALL FOURS—Any time we see a backhoe doing this, you can bet there's a picture. This is scene at Oakland's new stadium.

CREDIT UNION MEETINGS

Sept. 1, Wed. in San Francisco, 474 Valencia St., 8 p.m.

Sept. 14, Tues. in Eureka, Eng. Building, 2806 Broadway, 8 p.m.

Sept. 15, Wed. Redding, 100 Lake Blvd., 8 p.m.

Sept. 16, Marysville, 1010 Eye St., 8 p.m.

DISTRICT MEETINGS

ALL START AT 8 P.M.

SEPTEMBER

DISTRICT 10

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

DISTRICT 5

Fresno, Tues., Sept. 7, Engineers Hall, 3121 Olive.

DISTRICT 12

Salt Lake, Fri., Sept. 10, Teamster Hall, 443 So. 6th Street.

DISTRICT 11

Reno, Sat. Sept. 11, Musicians Bldg. 124 W. Taylor.

OCTOBER

DISTRICT 1

San Francisco, Wed., Oct. 6, Labor Temple, 16th & Capp Sts.

DISTRICT 4

Eureka, Tues., Oct. 12, Eng. Bldg. 2806 Broadway.

DISTRICT 7

Redding, Wed., Oct. 13, Eng. Bldg. 100 Lake Blvd.

DISTRICT 6

Marysville, Thurs., Oct. 14, Elks Hall, 920 D Street.

SUB-DISTRICT 1

Honolulu, Wed., Oct. 20, I.B.E.W. Hall, 2305 So. Beretania Street.

'Crew Concept' Hailed for Forward Vision

A labor agreement with a new concept mirroring management's growing demands for highly skilled and trained heavy equipment operators to handle complex, costly equipment was reached by Local 3 and Northern California contractor associations, and ratified by an overwhelming 4553 to 88 membership vote.

The new agreement provides eight heavy equipment operators for every seven pieces of equipment, and the additional man's classification is "journeyman trainee."

Al Clem, Business Manager of Local 3 and veteran equipment operator himself, said: "The journeyman trainee will provide a channel for upgrading the skills of our members, thereby placing them in a better position to compete with automated and larger earth-moving equipment."

In tracing the history of the development of modern earth-moving equipment, Clem said that a few years ago earth scrapers, cranes and bulldozers did one-fifth the amount of work that today's machines are capable of doing.

This has created a problem of providing top-notch and more highly skilled operators to handle equipment which today travels at speeds up to 50 miles an hour on haul roads with loads up to 140 tons.

The journeyman trainee will be on hand to "spell" the operators for lunch breaks, and other personal reasons. In addition, he will be able to polish his skills on diversified equipment.

Contractor employers employing two to seven men may hire an indentured apprentice or journeyman trainee.

Employers like the "crew concept," as it is called, because it will reduce the "down time" on equipment for operators' breaks in addition to providing a ready skilled operator in the event of accident, sickness or death.

The agreement, which also calls for higher wage and fringe benefits, was accomplished without a work stoppage in the jurisdiction of Local 3's northern California area, which numbers nearly 20,000 men.

The negotiations between the union and employer associations of the multi-billion dollar construction industry reflect labor-management statesmanship in achieving a superior contract without resorting to a work stoppage.

The "crew concept" is looked upon by both labor and management as an answer to upgrading the skills of operators to run sophisticated equipment. Much of today's equipment costs in excess of \$100,000 and is very complex to operate.

The plan represents an idea which is expected to pay for itself. The eighth man "journeyman trainee" will cut down the downtime of the rig and lower operating costs.

Clem commended employers for their vision in accepting the "crew concept" idea.

Local 3 is the largest heavy construction local union in the world with over 30,000 members in Northern California, Northern Nevada, Utah, Hawaii and Pacific Islands.

In 1964, the union received the U. S. Department of Labor Patterson Award for the top Ap-

Bay Area Transit System Aids Brothers

By DAVE REA

A congestion-free 75-mile network of Subways-Aerial Lines-Surface Lines comprising the world's fastest, safest and most modern urban transportation system — specifically designed to solve the Bay Area's automobile congestion problem — and to provide residents with a new and efficient form of Inter-community Transit service.

Construction on the Bay Area's new 75-mile rail rapid transit system is now under way. The project was authorized by the voters of Alameda, Contra Costa and San Francisco Counties through their approval of a \$792-million bond issue at the General Election.

First priority for construction has been given to the 4½-mile test track between Walnut Creek and Concord on which many new transit design concepts will be developed for use throughout the nation. Regular passenger service on the initial rapid transit line is scheduled to begin in 1968.

WHY IT IS NEEDED

Rapid transit is not just a visionary engineering scheme. It is the carefully planned solution to a problem faced by all metropolitan areas — increased traffic congestion.

Within 25 years the Bay Area is expected to double its present population. Automobiles will increase 100 per cent by 1980 — or 1,800,000 more vehicles than are using today's streets, freeways and parking facilities. This growth equals a gain of 405 new residents and 240 additional vehicles every day.

Growing faster is the daily volume of peak-hour freeway traffic which has risen 44 per cent in the past five years alone. Extensive transportation studies have established that rapid transit is the only feasible solution to the region's future congestion problems and by far the most economical solution as well.

The proposed system was designed to meet the goals of the only master plan ever developed for the bay region. Local officials have participated fully in its planning over the past decade.

MODERN CONCEPT

The transit system will be the most modern in the world, specifically designed to compete with the private automobile.

Its basic design was formulated after many consultations with leading aircraft manufacturers, electronics specialists, railroad construction engineers, electrical equipment firms, transit designers and "monorail" developers.

Every possible technological development was investigated, to assure that the system will provide the highest of speeds, operating efficiency, passenger comfort and convenience, as well as

prenticeship Program of training in the nation. The program has been the model for similar plans throughout the country and several foreign nations.

The union also pioneered the nation's first On-the-Job Training Program at Camp Roberts with the assistance of the U. S. Department of Labor and under the Manpower Development and Training Act. The program was cited by Sen. Thomas Kuchel in the Congressional Record during the 1964 legislative session.

engineering flexibility and safety.

The system must compete in attractiveness with the private automobile — and thus remove thousands of peak-hour commuters from the region's streets and highways.

WHAT IT WILL COST

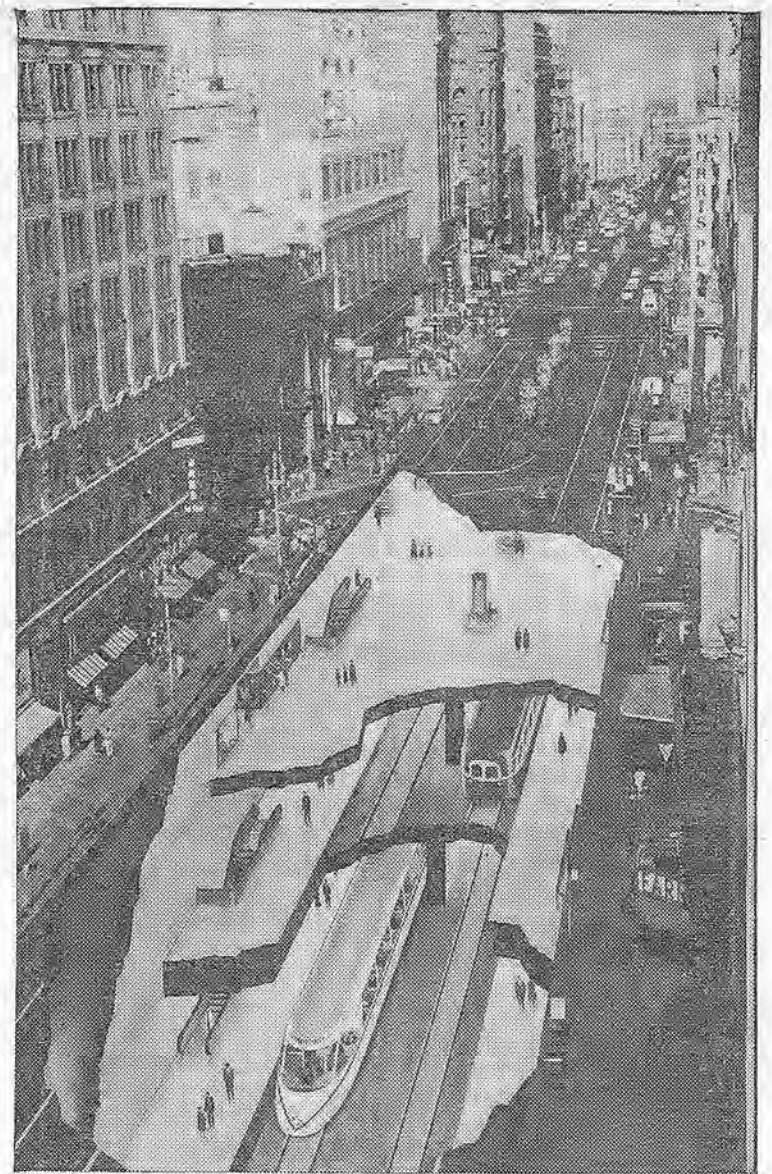
Three sources of funds will be used for the project. Bulk of the construction capital — \$792 million — will be provided through a general obligation bond issue, to be repaid over a 37 year period from property taxes levied uniformly throughout the three-county district. Another \$133 million for construction of the trans-bay underwater tube will be provided from surplus Bay Bridge automobile tolls. The remaining \$71 million, to be used for the purchase of rolling stock, will come from future revenues of the transit system itself.

DETAILS OF THE SYSTEM

Routes of the proposed system were carefully laid out to follow the Bay region's most heavily used traffic corridors — to connect its cities and communities with an efficient new transportation link.

Included in the network will be 16 miles of subways and tunnels, 31 miles of aerial lines, 24 miles of new surface lines, and a four mile underwater trans-bay transit tube. Modern passenger stations, most of them equipped with parking facilities for thousands of automobiles, will be spaced along the entire regional network. Multi-level subways and underground pedestrian mezzanines will be located in downtown Oakland, Berkeley and San Francisco, where a high degree of urban development prohibits construction of less costly facilities.

The San Francisco subway line will be routed along Market Street and then through the Mission District. A feature of the Market Street subway will be the provision of a separate underground level for San Francisco's existing streetcar lines. The line will utilize the median strip of the new Southern Freeway, traveling southward to its planned terminus in Daly City. Three lines will branch out from Oakland in the East Bay — north to



MARKET STREET SUBWAY—At bottom of page is Bay subway, which will funnel into this three-level subway at Ferry Building (background) and high-speed trains will propel commuters between Oakland and San Francisco.

Richmond, east to Concord, and south to Fremont.

The Oakland subways will be located beneath Broadway and Eighth Street, while the Berkeley subway will follow Shattuck Avenue.

THE TRAINS

Specially designed lightweight electric trains are being developed for the transit system which will be completely automatic. Their operating controls are governed by a centrally located electronic computer to provide greater safety, operating efficiency, and will be virtually silent and vibration-free. Passenger facilities will provide the utmost in comfort and convenience, including spacious seats, aisles, pleasing interior colors, and temperature controls.

SPEEDS AND SERVICE

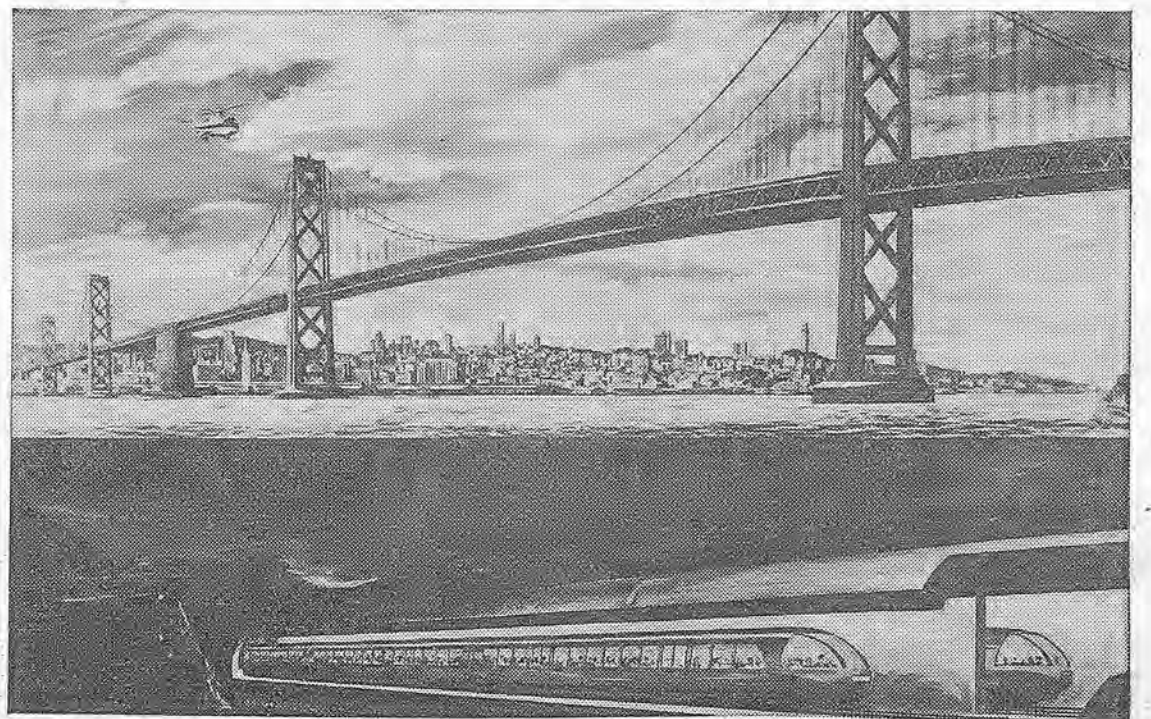
Rapid transit trains will travel at top speeds of more than 70 miles an hour. Schedule speed,

including station stops, will be approximately 50 miles an hour.

Timetables will not be necessary, because trains will operate as often as every 90 seconds during the peak hours, and no less frequently than every 15 minutes during the balance of the day. Station stops will be limited to only 20 seconds, and a seat will be assured for every passenger.

TRANS-BAY TUBE

Key link in the proposed rail rapid transit system will be the four-mile-long underwater trans-Bay Tube, through which the trains will speed between downtown Oakland and downtown San Francisco stations in only 8 minutes. The earthquake-proof tube will be constructed from prefabricated concrete and steel sections, each sunken into position on the floor of San Francisco Bay. The tube will connect directly to the subway lines on each side.



BAY CROSSING TUBE—The answer to commuter traffic congestion in San Francisco and Oakland is in mass transit. Here is artist's conception of what sunken tube carrying high speed trains will look like.

Stockton Report—

Canal, Freeways Head Work Projects

By WALTER M. TALBOT, AL McNAMARA
and GLENN DOBYNS

STOCKTON — If the demand for operators, assistants and apprentices continues at the same pace this month as it has the past month, the out-of-work lists should be depleted in all classifications in both the Stockton and Modesto offices.

The West Side Freeway, its appurtenances, access roads and the California Aqueduct are the largest contributing factors for this demand for operating engineers.

This construction work on the west side also creates heavy demands on the rock, sand and gravel industry in that area. In some cases, these plants are working on a two shift basis to keep up with the unusually heavy demand for all types of aggregates and plant mix.

180 ENGINEERS

Western Contracting Corp., of Sioux City, Iowa, continues to lead the field in the number of engineers employed with approximately 180 on their payroll at this time. L. B. Hughes & Son, H. O. Rutherford, Herrick Iron Works and Dick Rush Construction Co. are sub-contracting from Western on different phases of their Aqueduct Job.

Wunderlich Co. of Palo Alto have set up their offices and shop in San Joaquin County. This company has the continuation of the Aqueduct from Western's contract to the new pumping plant south of Bryon, which completes the contracts to be let through this district on the Aqueduct.

JONES WINS BID

The West Side Freeway contractors now include Fredrickson & Watson and Lew Jones Construction Co. of Oakland, who were low bidders to the Division of Highways at \$6 million for the construction of 13.1 miles of four lane freeway from one mile south of Del Puerto Canyon Road and the San Joaquin County line to three miles west of Patterson.

The most recent contract secured was by Peter Kiewit Sons Co. of Concord, who was low bid-

der at \$4 million plus, for approximately 10 miles of West Side Freeway from their previous contract in southern Stanislaus County to the new Fredrickson & Watson job west of Patterson. This completes the freeway contracts up to the San Joaquin County line.

Fontana Steel Co. of Fontana was awarded the contract to construct two bridges across California Ave. near Tracy, which will also become a part of the West Side Freeway.

J. W. Vickrey & M. Dubach are back on the McNamara Corp. Tracy By-Pass job preparing the base rock for the concrete that will be laid before long.

A. Teichert & Son was low bidder at three quarter million dollars for the construction of a new four lane divided road that will become a part of the connecting link of Highway 132 (Maze Road) to the new freeway.

Service Construction Co. is in the process of relocating the existing Delta-Mendota Canal approximately 500 feet westerly from its present location in order to make the space for the interchange with cloverleafs that will

connect Highway 132 with the new freeway.

CANAL LINER

Granite Construction Co. is moving down the Delta-Mendota Canal at a good pace raising both sides of the canal with 18 inches of concrete to facilitate the increased flow of water to the San Luis Reservoir.

Granite Rock Co. has almost completed the erection of their new gravel plant in the Vernalis area and anticipate orders for aggregate for both the California Aqueduct and West Side Freeway contracts.

P. C. A. and Teichert Aggregates in the Tracy area are the prime supplies at this time to some of the above mentioned contractors. Frank Marks gravel pit at Newman is also benefitting by the new aqueduct.

This covers the contracts let to date on the Westside of the district, although more contracts are to be let in the next few months to complete the Freeway from Los Banos to Tracy. Other jobs in progress at this time throughout the district are:

CONTRACT JOBS

Claude Wood Co. in Lodi and Highway 4 in Calaveras County in addition to a new contract with the Division of Highways for \$200,000 to pave 36 miles of overlay in San Joaquin,

Calaveras and Solano Counties. Jack Cambell, Inc.—\$1 million contract to install a domestic water system on Ebbetts Pass Highway.

Lew Jones Construction Co.—\$400,000.00 contract to erect a new bridge and grade approaches at San Joaquin City.

A. Teichert & Son—Construction of No. El Dorado Street to Hammer Lane, to 8-Mile Road, site preparation and grading at C.Y.A., Industrial sewer line to C.Y.A. and various miscellaneous jobs.

Continental-Heller Construction Co.—C.Y.A. building contractor.

Ets-Hokin & Galvan—Underground utilities at C.Y.A.

W. T. Gibson Co. and Schlegel Mechanical—Underground facilities at C.Y.A.

S. M. McGaw Co.—Reconstruction of No. El Dorado Street and numerous county and city paving and grading jobs.

Edwards-McCammon Corp.—Youth Camp at Sonora.

Continental Drilling Co.—Core drilling at New Melones Dam site.

J. P. Breen Co.—Realignment of Duck Creek.

Larry Aksland & Fresno Paving—Realignment of Bear Creek.

M. Malfitano & Son—Levee construction—San Joaquin River.

Match Corp.—Completing Modesto Freeway.

R. Goold & Son — McKinley Tract storm sewer.

Gibbons & Reed—Highway 108—Twain Harte.

Crowell & Larson—Highway 108—Long Barn.

H. Earl Parker—Highway 120—Big Oak Flat.

J. H. Pomeroy—Penstock - Cherry Valley.

Peter Kiewit Sons—Powerhouse and diversion tunnel—Cherry Valley.

O. K. Mitty & Sons—Jackson Valley Dam—Buena Vista.

Mitty & Craft—Road job - Ione.

Ferry Bros.—Crushing operation—Ione.

Granite Construction—Highway 4—Camp Connell.

Wells-Cargo, Inc.—Crushing operation—Columbia.

Robert McKee—Completing Youth Center—Sonora.

George Reed Co. — Paving - Tuolumne County.

Elderly Cautioned To Retain Insurance Policy

The AFL-CIO in Washington, D.C., has issued a word of caution to the elderly against premature cancellation of health insurance in reliance on the new medicare program signed into law by Congress last month.

The program does not become effective until July 1, 1966. Until then, retired persons over 65 must continue to provide their own health insurance coverage.

Nelson Cruikshank, Federation Social Security director issued the warning and urged union members to keep in force Blue Cross, Blue Shield, and similar health insurance they now hold.

95,608 New California Youth Campaign Jobs

A total of 5,407 California employers have offered a total of 95,608 jobs for young people in response to President Johnson's Youth Opportunity Campaign.

The announcement came from Kenneth C. Robertson, western representative of Secretary of Labor Willard Wirtz. Robertson said 13,091 jobs were opened up to California youth in the one week ending July 10—more than in any other state.

East Bay Activity

Nimitz Freeway Bids Open for Widening

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

OAKLAND — The Shell Refinery at Martinez is starting to take shape now that the preliminary work has been completed. Fluor Corp. has added several new cranes to its job including the 165-ton American and 50-ton truck crane.

C. F. Braun Company has two big cranes on the job and expects to bring in more equipment.

Ralph A. Parsons Company has about 20 engineers busy on its

contract. This project will reach a peak the early part of next year, with well over 100 operators on the job. The money package is pretty well evenly divided among the three contractors with each about \$30 million.

At the steel mill in Pittsburg, C. Norman Peterson was low bidder on the new galvanizing unit in the pipe mill. This is a good size job and will take about nine months to a year to complete. The demolition job being done by Lipsitt at the steel mill is keeping six operators busy.

Gallagher and Burk has two big dirt jobs going in Moraga, and is about one-half million yards working two shifts, and the other is the Sears Shopping Center on Contra Costa Blvd. There are about 15 rigs on this job.

Martin Bros. has crews cutting sub-division in the area and this job should continue the rest of the year.

On the Rapid Transit job, Massman Company is back pouring two girders per day after a long lay off due to the concrete mason's strike. Their overhead section should be finished this month.

Ransome Company finished the fill section and is working on the frontage roads around the Rapid Transit right-of-way.

CONTRA COSTA

Syar and Harms has the following equipment working in Pinole on Silver Canyon Unit No. 1 project: six DW-20s, three D-8 dozers, two 12 blades, one ditching machine, one backhoe,

moved in preparation for 143 new homes. This job is good for several months with Ken Cline, superintendent and Bud McGraw as foreman.

Wunderlich Company has a small sub-division going in Richmond under the supervision of Bro. Jim Kelly, with a quarter million estimated yardage. Foreman is Brother Larry Edgecombe; DW-20 operators, Brothers Jim Kennemer, Pat O'Connell, Tom Aaberg; Dozer operators, O. Eddy, Dick Maxwell, and Larry Cooper. Brother Norm Masterson is on the compactor, Brother Bob Woods runs the blade with Brother Bill Orescan as gradechecker. Brothers Bill Martin and Willard Williams are mechanics on the job with oiler Onnie Duke. This should be a very nice looking job when finished combining features of single and multiple dwelling units.

SHOPS AND PLANTS

In the Alameda and Contra Costa Counties there will be a particular business representative, Gerald Blair, servicing Rock Sand and Gravel Plants, Equipment Dealers Shops, Scrap Yards and many other industrial plants.

The work in these plants and shops is going full bore at this time with many of the rock sand and gravel plants working overtime.

A new three year contract was negotiated at the E. J. Lavino brick factory. This plant is located in Newark and employs over 50 engineers. The plant makes firebrick that is shipped throughout the United States.

SOUTHERN ALAMEDA

Oscar C. Holmes of Menlo Park was low bidder for \$71,000

for relocation of a chemical pipeline crossing Coyote Hills Slough in Fremont. The pipe will carry bittern, a liquid after crystallization of salt from brine, to the Westvaco plant in Newark for further processing.

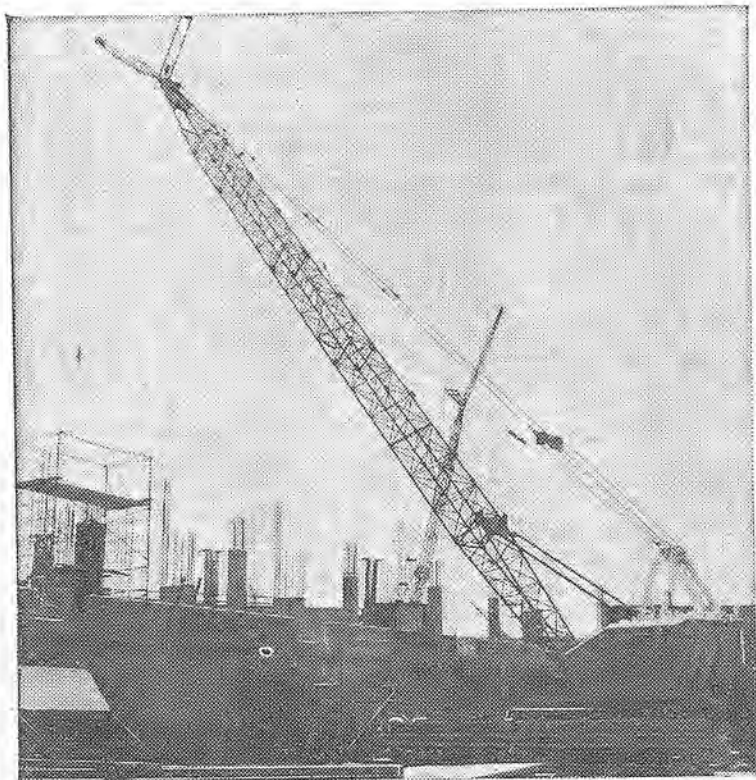
Bids will be opened August 18, in Sacramento for a \$1.3 million project to widen the Nimitz Freeway between Jackson Street and Washington Avenue in San Lorenzo. A State Division of Highways spokesman said it is hoped the job will be started in late September and finished about a year later. The project involves widening the Nimitz from four to six lanes with land for the third lane on either side to be taken from the median strip.

Bids for granting an additional four lanes of Interstate 580 just east of Crow Canyon, a project estimated to cost \$147,000 will be called and opened in August.

Silva Bros. Contractors of Fremont was awarded a \$81,579 contract for the widening of Mission Blvd. from two to four lanes at the Driscoll Road Intersection in Fremont.

American Bridge on the Delta Pumping Plant job near Byron have started on the penstock which will consist of four big pipe lines, two of them being 15 feet in diameter and two of them being 13 feet. They will make the first raise which is from the floor of the pump house to the top and is approximately 230 feet. They have two 3500 Manitowoc cranes on this job.

On the Gordon Ball job at 150th Avenue and McArthur Blvd., Lyle Engel is very happy to report that this crew has worked over one year without any down-time due to accidents.



CROSSED BOOMS—Huge Bay Cities truck cranes abound at site of Oakland's new stadium now rising along Nimitz Freeway. It will be the home of the Oakland Raider's football team, and the city is continually bidding to get major league baseball.

Count Your Blessings

Be Proud of Union Pin; Wear with Pride

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

SALT LAKE — We here in Utah who have worked in the Labor Movement, have watched with pride the strides that have been made in helping the working man improve his wages, working conditions and standards of living. Progress has been slow at times due to the many controversies between Labor and Management. As most of you know, the severest blow suffered, was the enactment of the "right-to-work-law," which many people misinterpret.

We who belong to Unions know the benefits we have derived and are proud to show our union cards and explain to people just what the Union means to us. We dare say the majority of people are unaware of the true meaning of Unionism.

During the past months, Management has poured thousands of dollars into editorials, protests, pressure on State Senators and Representatives, etc., to defeat the repeal of 14(b) of the Taft-Hartley law, which would automatically eliminate the sick, so-called "Right-to-work-law" in all states. Their argument is still the same but growing weaker all the time.

They state: A Labor Union, like a trade association, club or any other group should attract members by virtue of its own values and program, without compulsion.

We say: Would any of you, doctor, lawyer, member of an Association, allow an outsider to practice or belong to your organization without becoming a pledged, dues paying member? Would you enjoy rubbing shoulders with a man who receives the same salary and benefits as you—but does not pay his share of the cost to promote such benefits?

And when a Union Member speaks of benefits, he speaks of the following:

1. A decent wage so he can enjoy the blessings of life which belong to every working American . . . not to the fortunate few who were placed on a higher level because of circumstances. This wage is determined by trying to obtain a fair share of the profit made by the wealthy corporations, whose millions are made by the American worker.
2. A Health and Welfare Program to protect him and his family in case of accident or illness; a burial fund in case of death.
3. And now — a Retirement Plan, which the average working man has never enjoyed before.
4. The never ending protection of his rights as a working American are in the capable hands of those who are dedicated to furthering the security and progress of each individual member.

We who have worked in this capacity have seen the people who are willing to accept these benefits without paying their share. They are the ones who solicit employment and ride on the coat-tails of management and are willing to accept lower wages and break down conditions which

we have built up. We do not want this type of person as a member, but many companies will keep this man on the payroll, simply because it means more money in their pockets. These people we call chiselers.

Management cries: The President has asked that management hire young people—this is difficult now under our Union contracts.

We answer: Hundreds of young people have worked during Summer months to earn money to help them through college. Some will make construction their career. We are hopeful of an Apprenticeship Training Program here in the State of Utah to prepare these young people to become competent, safe operators. Our Safety Program is another fine feature and a safeguard for our members, and others.

We could go on and on but to conclude—let us point out that all this is being made possible by Union Leadership and Union Membership. These standards and benefits are maintained by reasonable membership dues, which do not cause a hardship on any one. To us Unionism means Unity—to unite in one common effort — to enjoy and maintain the heritage and benefits due any true American.

SALT LAKE AREA

Between thundershowers, in the Salt Lake area, work has been normal.

On August 15th, Governor Rampton cut a ribbon opening another section of Interstate 15 recently completed by Gibbons & Reed Company from 6th South to 33rd South and should somewhat relieve congestion of traffic through the main part of the city. Also, Operating Engineers crews are putting the finishing touches on the Parley's Canyon interchange which will help the traffic situation on the east side along Wasatch Boulevard.

Peter Kiewit & Sons will soon be starting their job on 2nd South between 8th west and Redwood Road. The job involves grading, paving and four pair of bridge structures (8 bridges). This will be part of the freeway belt route which skirts the city.

L. A. Young Company has had a crew all Spring and Summer on the access road from Draper

to Riverton and are now working on the cut near the Jordan River. They have their 800 loading scrapers because of the wet, muddy area.

W. W. Clyde is hoping to complete the frontage roads on Interstate 15 at Draper before Winter sets in so that traffic can be diverted off the main right-of-way. At this time 15 engineers are employed on this job.

The run-off water has decreased enough that Kiewit has started the bridge over the Green River at Dinosaur National Park. This job will keep two or three engineers busy until November. Also in the same area, Tiago will surface the grade already completed and Strong Company has gone back to work on the Section of road that is half in Utah and half in Colorado.

Strong has all but finished the highway 40 section of road near Vernal and should be paving by the time this Article is read.

Corn Construction Co. has begun their paving projects in the Uintah area and will have to hurry to get finished by Winter.

SOUTHERN AREA

At this time there is a lot of work going on in the out-lying districts and this is supplying jobs not only to our Brothers here in Utah, but we have been able to place some of our less fortunate Brothers from the South who are out of work due to the contract negotiations which has resulted in a work stoppage.

We are optimistic about the outlook for the balance of the season as there seems to be an ample amount of work scheduled with more to follow. We are still short on erection and structural type of work but have been able to take up the slack in the earth moving field.

Two nine-hour shifts, six days has been the order of the day on the Joe's Valley Dam and much progress is being made. Water content and compaction are critical factors controlling this operation. The weather continues to play havoc in this high country so some lost time has resulted. However, most of the problems have been ironed out and things are going pretty smooth. They have completed the White Canyon job and moved out.

H. E. Lowdermilk has both of their spreads at Price Canyon

and Indian Canyon in high gear. They have dug all the way through Price Canyon and are crushing and placing the gravel at Indian Canyon. Both of these jobs have been affected by the weather. There has been more rain this year than for several years and a considerable amount of flooding has resulted.

The canal system being done by the R. A. Heintz Company is in the polishing stage and should be finished later in the season.

The Strong Company on I-70 are still hammering away at the rock and finishing up some sections. Another Section of I-70 is to be let July 27th and should pick up some of the slack from the other jobs that are cutting back in this area.

Tiago Construction Company is now laying hot stuff at Cove Fort with two laydown machines operating. The Company is at present using two dryers with their hot plant but are anticipating cutting back to one and shipping the other to Salt Lake to make hot stuff for the Freeway Job.

Cox Brothers is putting the finishing touches on their project at Cove Fort. Machines and men are being moved to the Sigurd Job and the Snowville project.

W. W. Clyde at Hamilton Fort is going real strong with two shifts making the dirt fly. Brother "Skinner" Peterson is ramrodding the spread with Brothers Lloyd Walker and Dean Walker running day and night shifts respectively. Whiting Brothers have started laying oil on their project which adjoins W. W. Clyde's job at Hamilton Fort. Whiting Brothers have two shifts still pounding rock.

V. C. Mendenhall in Cedar City is holding steady with the same crew on the project. They are now crushing gravel for the street work in Enterprise.

Strong Company was successful bidder on the Kolob Park Job and should be moving dirt before long.

Stratton Brothers are going real strong on the Enterprise Reservoir job. This Company was successful bidder on a BPR project at Dry Canyon and are now making progress on getting the job busted open.

There are no new reports on progress on the Dixie Valley Project, but hope to report

something favorable the next news report; also some favorable report on the Karpowits project.

NORTHERN AREA

Almost 450 men and several million dollars worth of heavy equipment are rapidly giving Interstate 15 up Weber Canyon and Interstate 80 a new look. This is part of the \$25 million dollar highway work under construction in this area.

If you were driving around looking at the construction jobs in the area, you might start at the mouth of Weber Canyon. You will first find Rosenlof, Prestwich and Healy finishing their railroad overpasses. Right on the other side of the overpass, Fife Construction Co. with the M. Morrin & Son Construction Co. are building bridges for the Interchange. You will then find Gibbons & Reed Construction Co. at Death Curve. Gibbons & Reed are putting a bridge across the river and have a big cut to make on the other side.

Right around the curve is LeGrande Johnson finishing part of the Interstate Highway. On up the Canyon at Round Valley, Gibbons & Reed have another large cut through the mountain. This will take out another real bad bottleneck in the canyon.

At Echo Junction, Peter Kiewit & Sons Construction Co. have a job on the Echo Interchange. Their job is right next to Morrison-Knudsen Company's big job on Interstate 80 heading up the Canyon to Wasatch. Last but not least will be Thorn Construction Co. on the last 11 miles before you enter Wyoming.

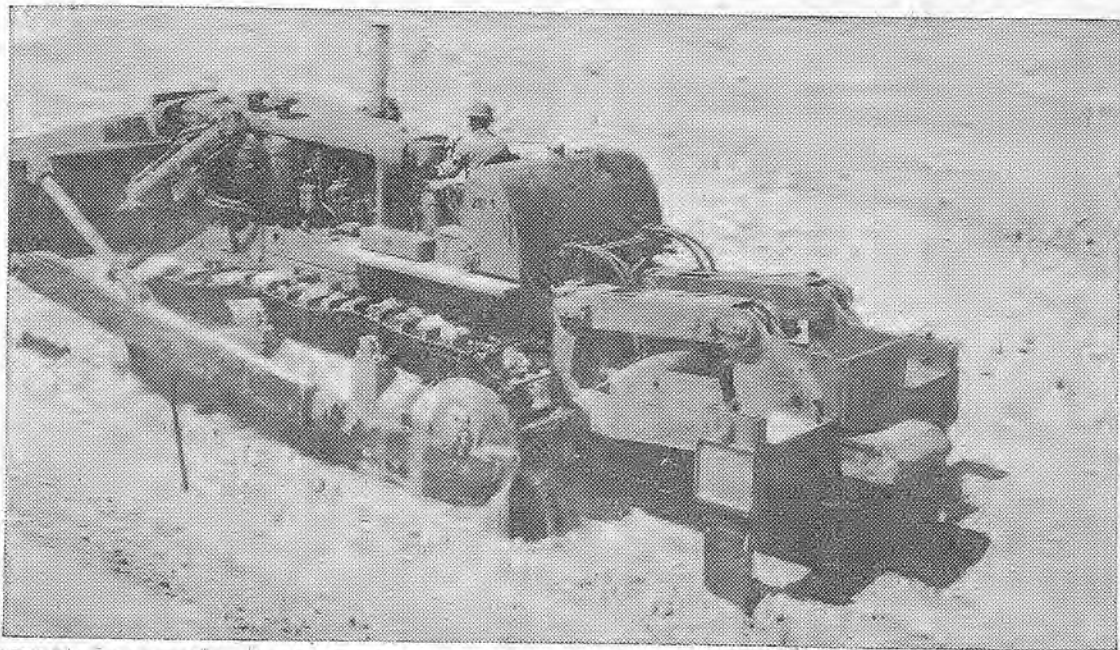
If you planned driving the entire day up Weber Canyon, you could take many side trips. Right at the mouth of Weber Canyon, Fife Company has a road job going over to Cherry Lane. Then above the town of Morgan, Miya Brothers have just started to work again on the road over to East Canyon where L. D. Schilling is putting in a concrete dam. On the other side of the dam, Tiago Construction Co. is rebuilding State Highway 65 over to Henefer. Just below Henefer you can turn off at Devil's Slide and go about 7½ miles of dirt road back into the mountains and find the Lost Creek Dam. This is an earth filled dam being built by the Steenberg Construction Company.

After returning to Weber Canyon from Lost Creek you can go back up the road to Echo Junction and turn right and you will find W. W. Clyde Construction Co. improving U.S. 40 from Coalville to Wanship.

OGDEN REGION

In the Ogden area, J. B. Parsons Construction Co. has three jobs. One job starts in Ogden and goes to Roy connecting to their job in Roy to Clearfield. This is part of the Interstate Highway. Parsons has sub-let the cement on these jobs to Owl Slip-form Co. of California. Owl Slip-form Co. expects to finish the 12 mile of highway, 36 feet wide heading south then turn around to do the 12 miles of highway, north, 36 feet wide, all in about 35 days with a new type of automatic paving machine.

Fife Construction Co. is finishing its job from Clearfield to Layton on the Interstate, but they have a good job which has started on the Harrison Blvd. extension to Ogden. R. A. Heintz Construction Co. is still working on the Causey Dam above Huntsville. They are working two shifts hoping to be finished by Fall.



RIPPER—Even though we forgot to get the details on this Cat ripper box, it's a good shot of it working on Del Puerto canal and felt you should see it, too.

Full Employment Goal

Feather River Bridge Next Big Project

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

MARYSVILLE — Many of the Brother engineers in this district have requested that we thank the Business Manager, Brother Al Clem, and the rest of the negotiating committee, for such an outstanding job in negotiating our new Master Construction Agreement for Northern California.

At a special ratification meeting in Oroville there were approximately 650 present. It was the largest turnout at any meeting ever held in this district. As soon as the new contracts are printed we will see that all the Brothers get a copy.

During the month we held pre-job conferences with Chadwick & Buchanan & Johnson Western Constructors, Stroco Construction, Inc., who plans to begin work immediately on both jobs.

We again urge all of the Brothers to give a pint of blood to the Operating Engineers Blood Bank! Some of our families are badly in need of blood; please help them! We are presently 23 pints overdrawn.

BEALE BASE BUZZING

Work in and around Beale Air Force Base has been going at a tremendous pace. Stolte, Inc., have completed all their excavation and are moving along with the construction of the many buildings to erect.

They are using the services of Bigge Crane who have engineers that have mastered this work. United Nations Constructors Inc. are busy laying the underground pipe which is quite an art in itself. Bing Construction Co. have their plant set up and are busy making the aggregates they need to pour the concrete on this job.

Chicago Bridge and Iron Co. have almost completed the erecting of the tanks on the Base. We all hope the government will continue to let more jobs at Beale Air Force Base, and all of these Brothers and many more will keep real busy for some time to come.

OROVILLE DAM VISITORS

At least 350,000 persons this summer are expected to view the construction of the Oroville Dam. The dam and other works of a \$490,000,000 project of the California Division of Water Resources here form the key unit of the \$2.2 billion California Water Plan.

Approximately 1,300,000 persons (700,000 in 1964) from throughout the United States, have visited the dam's observation center five miles from Oroville. We are real proud to say we have some of the most qualified operators in Local No. 3 on this job who are operating some of the largest and fastest heavy equipment in the world.

TRANSFORMER BIDS ASKED

The Department of General Services has called for bids for power transformers for Oroville and Thermalito power plants of the State Water Project. The work for the Oroville power plant, five miles northeast of Oroville, will be to manufacture and deliver six 230,000 volt three-phase main power transformers of 127,000 kilovolt-amperes each, one 10,000 kilovolt amperes substation transformer and 55 lightning arresters.

The work to be performed for installation at Thermalito power plant, three miles west of Oroville includes manufacturing and delivering four 240,000 volt three-phase power transformers with lightning arresters. One transformer will have a rated capacity of 35,000 kilovolt-amperes and three will be rated at 32,500 kilovolt-amperes.

The estimated \$2 million job at Oroville is scheduled for completion by July 1968, and the estimated \$600,000 job at Thermalito is scheduled for completion by April 1967. Bids for the Oroville job will be opened July 28. Those for the Thermalito job will be opened July 21.

DAGUERRE REPAIR WORK

A \$418,525 construction contract was awarded to a Long Beach joint venture firm for repair of Daguerre Point Dam. The low bid for repair of the Yuba River debris dam which was damaged by high water last winter was submitted by Fred D. Chadwick, Inc., John W. Buchanan, Inc., and Johnson Western Constructors, all of Long Beach.

FEATHER BRIDGE BIDS

The Department of Water Resources announced low bid (for construction of the South Fork Feather River Bridge) of \$2,733,336, submitted by Piombo Construction Co. and Rothschild, Rafin and Weirick, Inc. We do not know when the company plans to get started, but hope it will be in the very near future. The major portion of the contract consists of constructing a 1,056-foot cantilever steel-truss bridge across the river. The 440-foot central span will rise 300 feet above streambed. Two side spans each will be 308 feet in length. Construction of the bridge will

require approximately 1,200 tons of structural steel and 2,300 cubic yards of reinforced concrete. The job includes building 1.5 miles of paved roadway which will require excavation of 300,000 cubic yards of earth and rock.

STREET JOB BIDS

Baldwin Contracting Co. of Marysville was the low bidder to improve Market Street in Yuba City. The project bids included three alternates. The first alternate was for the grading and paving of the street and the installation of an eight-inch water main and the third alternate was for the installation of a 15-inch sewer line. Baldwin Contracting Co., Inc., was total low bidder on all three alternates, with an offer of \$103,320.95.

H. Earl Parker, Inc., of Marysville was awarded a \$639,325 Corps of Engineers contract for levee work along the Sutter Bypass. The contract is for levee revetment work on the west levee from Klamak Pump to a point six miles upstream in Sutter County. We hope work will start soon.

WARD'S BUILDING

Ernest Hahn, Inc., of Sacramento, started construction on the new Montgomery Ward building in Marysville. Ward's spokesmen have indicated total cost at \$1,900,000. The new retail store, will cover about 60,000 square feet. The contract specifies the structure must be completed by September 19. Baldwin Contracting Co. has finished all the dirt excavation on this job and have to lay all the water and sewer lines.

WEST SIDE FREEWAY

Peter Kiewit Sons Co. is going good on the Corning-Orland expressway job. The mechanics are on three shifts; the excavating spread is on two shifts, and the

finishing crew on one shift. Fresno Paving Company has a crusher on one shift producing "hot stuff." Mocco is driving piles for the structures.

Frederickson & Watson Construction Co. is going one shift at Willows with a "go-ahead" crew of operators. Hess-Brewer Inc. has the import of the rock base and fill for overpasses. The Kol-Kol loader keeps three good dozer operators busy on a short push. Raymond Concrete Pile has the sub-contract for the pile driving with a crew of old timers at the controls. Lord & Bishop are doing the structures with Paradise Ready Mix furnishing the concrete.

A. Teichert & Son, Inc. have a full crew at their crushing plant west of Chico, a dragline on the Sacramento river is loading the material for the surge pile. The hot plant crew keeps things in shape between orders for paving material.

Wendt Construction Co. have cats and draglines going on several sigs between Knights Landing and Butte City on the Sacramento River levees. This is repair work under contract from the Corp of Engineers for damages from last winter floods and high water.

Baldwin Contracting Co., Inc. have the Onstott Road project completed with traffic on all four lanes.

A. Teichert & Son, Inc. has finished the Colusa highway job with all lanes open now. The company keeps its mechanics busy in the Yuba City shop with a crew of "grade A nut busters" keeping equipment in top condition.

INDUSTRIAL REPORT

The Peterson Tractor Co. at Chico, is keeping the Brothers working almost around the clock due to the heavy amount of construction work in this area. They will be required to maintain this schedule until the customers demands slack off.

The Baker Rock Company has erected a new Cedar Rapids crusher at Hamilton City. It will be in full production in the near future and will keep several of the brothers busy for some time.

The various concrete pipe plants throughout the area are extremely busy fulfilling their contracts. It looks like it will be a real good season for the pipe industry.

The Hydro Conduit Company is building a new pipe plant at Orland. This new plant will take the place of the older plants that are working at the present time. They have informed us the new plant will be in full production by the end of September.

The sand and gravel plants are working two and three shifts in order to meet the customers demands. This shift operation should hold throughout most of the season.

Housing Needs

Housing construction in the United States should average 2,500,000 units a year to meet the real needs of the people, Bert Seidman, AFL-CIO European economic representative, told a meeting in Geneva, Switzerland,

14(b) Repeal Moves to Senate Floor

WASHINGTON — The House voted 221-203 to make the union shop legal in all 50 states and labor looked "confidently" to the Senate to complete action on repeal of Section 14(b) of the Taft-Hartley Act.

The House-passed bill would nullify so-called "right-to-work" laws adopted by 19 states and end the bitter, costly conflict which has racked nearly every state during the 18 years of the Taft-Hartley Act.

With every vote a crucial one, the House:

- First voted, 248-171, to bring the bill to the floor under a rule which allowed only "germane" amendments, thus blocking efforts to "toughen" other sections of the Taft-Hartley Act as the price of 14(b) repeal.

- Rejected, 223-200, a Republican motion to send the bill back to committee — the traditional method of killing legislation.

- Passed the repeal bill, H.R. 77, with 200 Democrats and 21 Republicans voting for the bill; 117 Republicans and 86 Democrats opposed.

AFL-CIO Pres. George Meany hailed the result as "clearly a vote for the freedom of collective bargaining between employers and unions." He added:

"It will contribute immeasurably to stable labor-management relations, the goal Pres. Johnson urged in asking Congress to repeal Section 14(b). We now look forward to Senate action, which will complete the job of eliminating one of the worst evils in the nation's labor-management statute."

A Senate Labor subcommittee, under Sen. Pat McNamara (D-Mich.), has already completed hearings on 14(b) repeal. In contrast to the House, the Senate has no rule of germaneness and floor amendments are certain to be offered to other sections of the Taft-Hartley Act.

Some May Lose Hospital Benefits Unless They Act

There is a strong possibility that some disabled members who are rightfully entitled to hospital benefits from the State Disability Fund won't get them unless they act immediately.

The district disability manager for the State Department of Employment, explained it this way:

Some persons failed to claim hospital benefits between April 1 and June 25 after learning of the suspension of these benefits because of the temporary insolvency of the State Disability Fund.

With signing of Assembly Bill 241 by Governor Edmund G. (Pat) Brown June 25, the District Disability Office resumed payments of hospital benefits and began paying all suspended claims.

So far, the district office has paid \$300,000 in suspended hospital benefits.

Ray Pappert pointed out that the District Disability office has been authorized to accept late filings for April, May and June hospital benefits through the month of July.



APPRENTICE—With long blond locks covering his forehead, this apprentice receives a helping hand from an oldtime Journeyman mechanic. The scene is Peterson Tractor in Oakland.

San Jose Report—

San Jose Adds Another Freeway Job

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

SAN JOSE — Recent labor tie-ups somewhat curtailed activity in this district for a few weeks, but currently jobs are progressing normally for this active period of the year.

Stanford is a real busy place these days. Cortelyou and Cole are making progress on their project. Engstrom & Nourse have two structures going in the same vicinity. Wheatley & Jacobsen working on high risers and Henry C. Beck who got off to a slow start on his office building project, is now making progress.

Sondgroth Bros. are a little short on dirt work but are busy on various paving projects. The Hot Plants in the area are stepping lively in order to keep up with the material demand.

COURTHOUSE PROJECT

In the last issue we reported that bids were being held up on the new Courthouse job. Jasper Construction, who was low bidder at \$5,859,777, were awarded the contract and have started to work on the project.

The Board of Supervisors have finally made a decision and have awarded the contract for the widening of Magdalena Ave., from Junipero Serra to Foothill Expressway, to the Freeman Paving Co. Freeman's bid was lowest of three bidders at \$228,085.

In the Santa Cruz area, the work is holding up well. Here again the Rock Sand & Gravel Plants are working at full capacity. The usual stock piles in most of the plants is almost completely gone—This is keeping the Brothers on their toes and they like it this way.

Utah Dredge is busy on the Boat Harbor in Santa Cruz. The truck crane rental business seems to be picking up. Most of the larger rental concerns have one or two cranes working in the area and they are looking forward to an increased work load later in the Season.

Granite Construction have jobs going all over the area. They are making the dirt fly on the U. C. Campus job, as well as having a crew hopping on the Mission St. resurfacing job and on the Cabrillo cut-off road. Their Empire Grade job is making good headway, and they have plenty of dirt work on the various housing tracts.

On the Sewer Disposal Plant, we have Arntz Construction, Drummond & Broneck and Granville Construction, each with a crew working, getting things in pretty good shape.

Kester Bros. and Roberson Construction have a good many small jobs going throughout the area.

Jasper Construction have started the Courthouse job. Granite is busy on the dirt work on this one. Parrish Bros. are doing the drilling for the piling.

PENINSULA AREA

The work in around the Monterey-Salinas area is exceptionally good and looks like it will continue to be that way. The growth in this area is amazing, and with the work load heavier than it has ever been, prospects are good for the rest of the Season.

Phil Calabrese has been real busy, and will be more so now as he has just come up with two

new awards, each of which were \$87,000. The one award was for the Pine Canyon Road job, the other was for road work in Salinas.

Salinas and the area around Bradley seem to have the largest work load, with Granite Construction working on the River Road job, Moseman on the State Highway job south of Salinas, and Phil Calabrese keeping a crew of the Brothers going on the County Road job.

Granite has work going on all over this area, as well, and have over one hundred Operating Engineers on their San Antonio Dam job, which is now at its peak. They are also pushing hard on the Monterey Highway job.

Jesse Harrison of San Ardo also is keeping his crew busy, and has just picked up another nice road job in the area that will keep the Brothers busy for some time.

KAISER EXPANSION

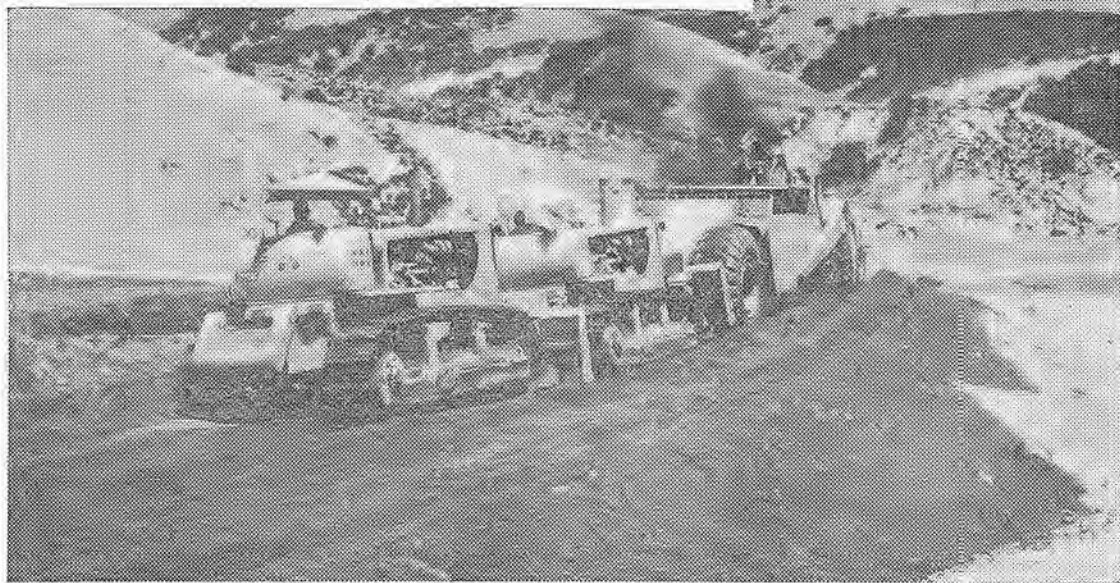
Construction will start in August on the additions and expansion program on the Kaiser Plant in Moss Landing, which will be a \$1.7 Million project, and will add facilities to produce heavy duty periclase. Expectations are to have the project completed by next Spring.

Work on the Navy housing project has gone along real well, and this job also is at its peak.

The joint venture of J. C. Jones Company, Lew Jones Co. and Concar Ranch & Enterprises Inc., on a joint venture basis, were awarded the contract for construction of two miles of four lane freeway on Route 237, West of Alviso (Mt. View-Alviso Road) to include an interchange at Lawrence Station Road, an overcrossing at Fair Oaks Ave., and a bridge over the Sunnyvale East Channel. Award was in the amount of \$2,578,183.75. L. C. Smith has started preliminary work on this one.

Granite Construction was low bidder for reconstruction of outer lanes and resurfacing inner lanes of Highway 101, near Gilroy.

Freeman Paving was finally awarded the contract in the



BIG ASSIST—Is given 631 scraper by these two Cat D9 dozers working at San Antonio dam near Paso Robles. Tom Flannagan and Al Constaniz are dozer operators.

amount of \$228,085 on the re-advertised job for the widening of Magdalena Ave., from Junipero Serra to Foothill Expressway.

The Pacific Gas & Electric Co. will call for bids for steel superstructure and related work for

its multi-million dollar addition of units #6 and #7, to the Moss Landing steam plant, for electricity generation.

Low bidder for additional construction on the new Victorine Klein School at Ortega Ave. and California in Mt. View, was the

Armand Smith Co. of San Jose. Bid was in the amount of \$365,430.

The Lewis Pool Finishing Co. Inc., will erect a new \$70,000 warehouse and office building in Mt. View, with Wallace Construction of Los Gatos as General Contractor.

Brother Earl Winterhalter, Plant Operator on the Green Construction Co.'s San Antonio Dam project, is quite a man. This is the General opinion of the men with whom he works. On Monday, June 21, 1965, the men on the job gave Earl a Surprise Party, to celebrate his 66th birthday, during their 30-minute lunch period, with the assistance of Foreman Brother "Bull" Lathom. Ice Cream was furnished by dozer operator Brother Lee Curtiss, and Brother Hollis Alexander loader operator, did the honors with the Birthday Cake, all decorated with two candles, one to represent a grand and glorious past, the other represented a long, bright future, for Earl.

Brother Winterhalter is our steward on the Dam. He has been a member of the Operating Engineers in good standing since October of 1941, and has been in Construction work for over 40 years, and is still going strong.

It is with pride that we acknowledge that Earl is well thought of, he has the respect and good-fellowship of the brothers with whom he works, and this is a compliment which is hard to come by. That he is deserving of this compliment is attested by the party given him by his co-workers. Needless to say that Human Relations on the San Antonio Project, between Employer and Employee is also exceptional.

Women Invade All-male Saloon

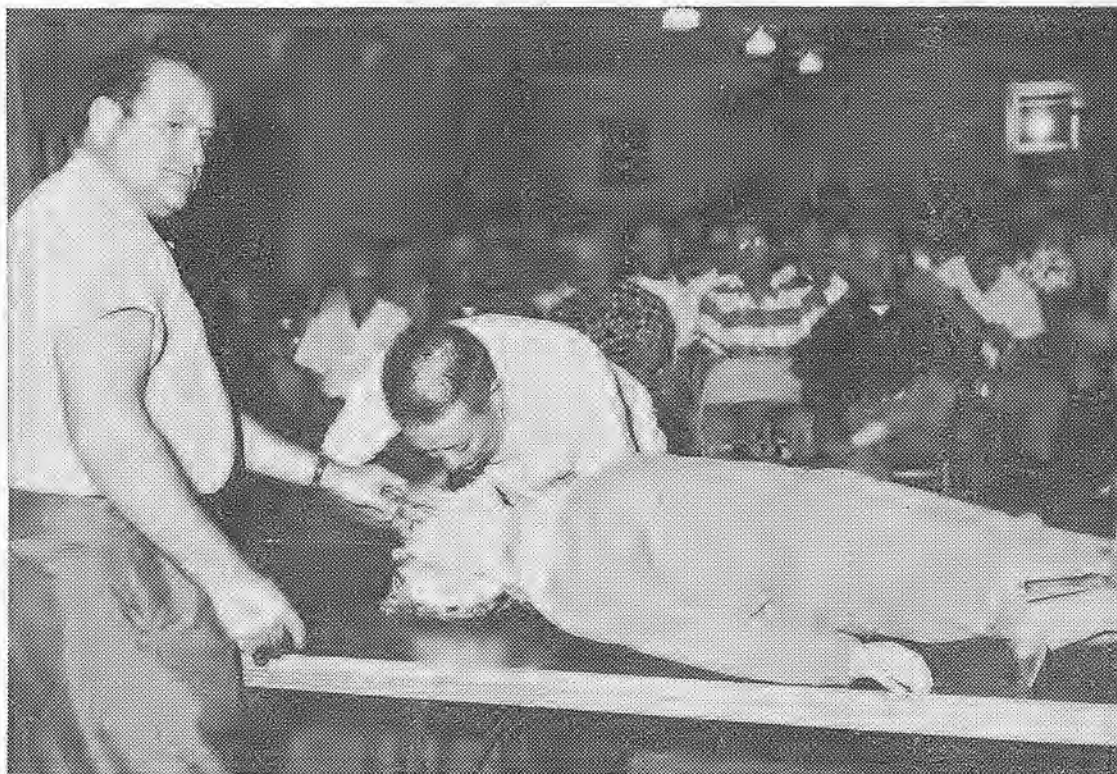
Women for Equal Eating threatened to invade more of San Francisco's all-male saloons today after victoriously picketing the financial district's 42 Club.

The modern suffragettes were allowed Wednesday to enter the bar-restaurant any day after 3 p.m. They had picketed the men-only club with the help of sympathetic males for only a half hour before owner Milos Stika surrendered.

Picketing began Tuesday as the girls attempted to stage a drink-in.



MEN AND EQUIPMENT—Jam the spillway at San Antonio dam. The side loader operator in the center is Brother Sandy Van Valkenburg.



TECHNIQUE—Brother Fran Walker, left, is instructing Operators at Safety Meeting at San Miguel in technique of artificial resuscitation.

The Town That Drowned—

Pepperwood Makes Fast Comeback

By RAY COOPER and BUD MOLLETT

EUREKA—With a December "time limit" on repairing last winter's storm damage, it appears that Brothers in this area will be working long hours for the next several months.

Work is being let by the division of highways everyday, and more bid awards are expected momentarily.

Green Construction Company is just getting started on the Pepperwood Freeway Job. At the present time there are a few 631 Scrapers working, while waiting arrival of the 651 scrapers and "Quad 9" to work. Getting started this late in the year makes this job a sure "six tens."

Granite Construction Company is finishing a storm damage 101 highway job from Scotia to Dyer-ville and will move on South to the recently awarded job near Leggett.

MILLION DOLLAR JOB

Morrison-Knudsen Company picked up a million dollars worth of work along 101 Highway from Myers Flat to Sylvandale and along the Avenue of the Giants. Most of this work will consist of rock slope protection, rebuilding shoulders and repairing surfacing.

Mercer Fraser Company has their Hot Plant in operation at Garberville, and laying black top on the Dean Creek project. They are also going long hours on their Levee job at Blue Slide Road and quarry.

Fruin-Colmon is making very good progress on the 4-lane South Scotia Bridge. This has been a round the clock operation when pouring the piers by slip-form method.

Arthur B. Siri still doing a little work on the approaches to this bridge.

Ferry Brothers has completed the repair to the Rio Dell-Scotia bridge and once again it's open to two lane traffic.

Alliance Construction Company, now owned by Gerry Carmichael, will be moving to the Dinsmore Airport job after completing the Petrolia project. "Good luck Brother Carmichael!"

John Peterson blossomed out with three new TS14 scrapers and keeping a number of Engineers busy. He has completed the grading on the Conservation Camp at Redway and is presently doing a levee job near Ferndale.

PULP MILLS

Activity across the Bay from Eureka was nearly at a standstill because of labor problems of the Cement Masons and Pilebutts, but now both the Crown Simpson and Georgia Pacific Pulp Mills are hitting the ball, as well as Peter Kiewit and Williamette Pile driving on the docks.

Granite Construction Company is putting the final touches to the Blue Lake Freeway job, laying C.T.B. and plant mix. Their plant at Blue Lake is also furnishing material for their Redwood Creek job.

Approximately a million dollars is estimated for work on Highway 36 from Carlotta to Bridgeville. The same amount is estimated for work at Ruth Dam on the spillway and road around the lake.

Sierra Pacific Construction Co. of Sacramento was recently

awarded work along this route east of Bridgeville.

MORE FLOOD CONTROL

The Corps of Engineers are advertising for more than a million dollars for more flood control work on the Eel River around Sandy Prairie. Frederickson & Watson is going strong on their job at Gasquet with cat & Scraper, Loaders and dozers. This job also includes two bridges. Ed Kesjardin is the prime contractor on the Patrick Creek Bridge & Riprap job.

The placing of the rock was 'subbed' to Combort Construction Company. They have a number of our Brothers working.

Lewis & Nicholson was awarded the contract on storm damage repair on the Smith River north of Gasquet to the amount of \$284,302. They should be going strong by the 20th of this month.

Granite was the winner of the

other contract in the amount of \$1,045,519. on repairs in the same area; 16 miles north of Gasquet, but haven't moved any equipment in yet.

Brizard-Matthew's "cat" shop in Crescent City are pretty busy with overhaul jobs. V. & R. have two cats working at Klamath Glen on storm damage repair.

Granite is about finished on their job at Klamath; but Frederick & Watson are still trying to beat their deadline in this same area at present. They have three plants going with a crew of about 30 members over Hoopa Way. Fruin-Colman awarded the Martin's Ferry bridge in the amount of \$195,050. The job is to be completed in December, 1965. "Follows you better hurry!"

Mercer Fraser also has a crew working up at Orleans on storm damage. Thomas Construction of Fresno was awarded \$893,188.00 for work on Route 96. This work will be in six locations between

Willow Creek & Weitchpec. A time limit of 65 days—This will be a rough job, fellows!

C. L. Conners has a crew over in Redwood Valley widening & repairing storm damage for the county.

Grainte is still working on their job at Redwood Creek Route 299. They can't seem to be able to get their rock passed by the State Inspector. The inspection at the plant which is at Blue Lake OK's the rock and by the time it gets to the job, the inspection turns it down.

\$50 MILLION JOB

Contractor Elmer Ziganti keeps adding more equipment to his spread on the Shelter Cove job, and at the present time is rebuilding the road into the development site.

The Shelter Cove Community will encompass 2,800 acres with 4,200 homes. Plan allocations provide 1,230 acres for parks, air-

strip, 18 hole golf course, and streets; 1,193 acres for detached housing on lots 5,000 to 12,000 square feet; 64 acres for multi-unit housing—58 acres for commercial areas (Motels, shops, stores, restaurants, etc.)

Shelter Cove is known for its excellent salmon, surf and bottom fishing and its natural deep water harbor. It has also been a favorite of sportsmen because of surrounding King Range, a 31,580 acre wildlife area with camping sites.

Already near completion are a 3,500 foot airstrip and a 1,000 square foot visitors reception center.

Brothers: we want to thank you for the fine turnout at the ratification meeting and the unanimous vote of confidence you showed for your negotiation committee. We think they did a fine job and secured a good Agreement for you.

Watch your pay checks, Brothers, to see that you have received your retroactive pay. Also if you come up short on any pay check and can't get any satisfaction from your Employer, please let us know right away and not after the job has been completed.

Fresno Organizes Area Equipment Shops

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

FRESNO—The Fresno District is in the process of a large organizing drive. Organizers and Staff Representatives are very active in the six counties of the District.

We are concentrating our efforts on the equipment repair and service shops in the valley.

Progress is being made in this area and successful results have been made in the elections held.

Recently we organized the C. Jim Quinn Tractor Company. Negotiations are now underway with the employer for a contract to cover shops in Visalia, Tulare and Porterville.

A large majority of employees of the Quinn Tractor Company of Fresno have joined Local No. 3. We filed a petition for a N.L.R.B. election on July 14. The election should be held soon and we expect to win by a substantial number of votes. We are looking forward to the negotiations on behalf of those employees working for Quinn Tractor.

Organizing progress is also being made with three other firms of the same type which we cannot mention at this time. All indications at present are most favorable and we may file for elections by next month.

AREA WORK

Jobs in the District were affected by the recent Cement Masons Strike. The bulk of the large projects in the area were picketed and down for a brief period.

All projects are in full swing again and the area is buzzing with activity.

We are still experiencing the busiest season ever and have more work coming in large quantities. The out of work list is on a steady decline and most of our people are working.

MASSEY-FERGUSON

Negotiations have been completed with the Massey-Ferguson Company at Fowler. A tentative three year Agreement has been reached and will be presented to the membership for ratification in the next few days.

Work in the San Luis area is

moving along. The signing of the new contract with the Cement Masons, has enabled some of the Brothers to go back to work. Guy F. Atkinson trimming and lining got back underway. Also, Darkenwald & M & K at the Little Panoche Dam got started again but are not going full bore yet. Not until they get some more iron, will they hit their peak. Work along reach No. 2 will probably get started next week.

Stolte at the 18 mile pump is two blocked on their backfill. They are up as high as they can go, until they get some concrete poured, which will be soon "we hope." Most of the structural steel is up at the 18 mile pumping plant. Now, it is just a matter of time before they start to pull the plug between it and reach No. 1.

Work at the forebay pumping plant has resumed, after this brief stoppage of work. It is beginning to take shape, and one can get an idea what it will look like, after it is completed.

Work at the San Luis Dam is still going full bore with just a few complaints of the weather and wind.

The Pacheco Pass tunnel job has a few problems. It seems they ran into some bad ground, so they

had to pull back and put some spreaders in. It was their hope to find better ground up ahead.

Gordon Ball on the west-side freeway has begun to lay the C. T. B. It started off without too many hitches and is going along as good as can be expected. However, the Brothers will be right on the tail of the outfit laying the material down.

Not to change the subject but, wouldn't that be a kick in the posterior to see a "woods mixer" go up the hind end of a set of doubles. Well, so much for that!

Peter Kiewit & Sons' job in Gustine is also moving along with two new Letournau Westinghouse self loading scrapers working out fine. The Brothers operating them wonder if they can hold up under the pace they are going. Should this be so, the B70 will turn out in their minds to be a good rig. While we are talking of Peter Kiewit & Sons we would like to pass on a compliment to the Brothers on the Gustine job. Dick Steingraber is very pleased with the crews he has. In fact, as he put it, one of the best he has ever had. Keep up the good work Brothers.

Work on the San Joaquin Levee job is moving real good, with just a little problem of dust and water. We might also add, it does get fairly hot out there. One good

Brother on a dozer commented just the other day, "I saw a jack rabbit carrying his own water canteen."

With all this work mentioned, we would like to report that there is more to come in this area. Roads 13 and 14 over highway 99 will get new overpasses making that section of 99 freeway. There is also more of this type work coming up in the future. Three miles south of Madera also north to Berenda Farm, which is about ten miles north of Madera.

SAFETY

Now a word on safety. With summer here and the temperatures running fairly high, the Brothers should strive to be more careful around the rigs. They should be most careful when they are operating or repairing them. That "iron," as you may well know, can get pretty damn hot! A person could get burned more ways than one. This to the mechanics and oilers who have to work on the different rigs changing the hot oil, grease and water, to do any repairing. So, I say again, work safe. It will be a long hot summer. So let's make it without any injuries.

SOUTHERN AREA

All the jobs in the area are progressing well with a big one awarded this week to Granite Construction and Gordon Ball Enterprises for the total sum of \$20 million dollars. This job starts at Avenal Gap and runs thirty-five miles south. This will be a good job for quite a few Brothers.

There is a lot of building going on in the Kings and Tulare Counties. The jobs in the high country are all started now and they are a long way from town. There is one big advantage, the weather is about fifteen to twenty degrees cooler up there.

In the Coalinga area it is so hot the Horn Toads are carrying wooden blocks to stand on when they stop.

The job at Millerton Lake is keeping a good number of Brothers busy. They are talking about another big job in the same area. This will be close to town and be a good job.



INSTALLATION—Brother Al Boardman, right, is sworn into office with Industrial Accident Division of California. Judge Rose is officiating.

Redding Cleaning Pit Project

By TOM ECK, ED DUBOS and LES CHAPMAN

Operations in the Redding Area back to normal after a rather hectic month of threatened strikes by the various building trades crafts and the "selective employer strike" by the Cement Masons which was conducted in a very slip shod fashion and state of confusion.

Anyhow now we are all squared around and all projects are "go-go" for what looks like a good construction season for many, many Brother Engineers.

Since we wrote the last month's Engineers News, we have dispatched some 250 Brothers to the numerous projects in the six North East Counties.

M. W. Brown has finished the Cedarville Pass Hiway 299E job and is moving his hot plant to likely where he will do the paving for Souza Brothers. Bill Davis has his rock crusher on this job. Bill Davis moved the dirt also.

Weichmann Construction Company is about ready to put the finishing touches on the sub-base on their Lookout Road job. This job is located 17 miles north of Canby.

Paselk and Young have set up their hot plant at Tulelake. They are paving several of the Modoc County roads.

Sierra Pacific finished their job in the Lava National Monument, but there is another job to be let late in July on the roads in this park.

D. L. Cooney has started up again on the widening of the Pit River Bridge on Hiway 99. He has called most of his old hands back, the fellows who worked on the first half of this job.

Ray Kizer is starting to move dirt on his Hiway 99 job at Salt Creek which is about 22 miles north of Redding. At present he has one shift for the equipment and 2 shifts for the mechanics, but it is expected soon to go 2 shifts for the equipment and 3 shifts for the mechanics.

Hughes and Ladd Construction Company have the Hiway 99 job

at Mears Creek coming along real good.

John Gist Construction Company have a sub on the dirt work on their Sacramento River bridge at Dunsuir. This work will be done by W. H. O'Hair of Mt. Shasta.

Ray Kizer had another three months work added to his contract on the flood damage at the Forks of Salmon. This has been a good job for many of the Brothers.

M. L. Cross is still working on the road between the Forks of Salmon and Etna.

Thomas Construction Company is building a bridge across Clear Creek, 8 miles south of Happy Camp. The present bridge is a temporary log bridge, the original bridge was washed out last December.

D. R. Watson Construction Company have started their \$1,495,000 job at Happy Camp. They are going to straighten and widen 5 miles of the Klamath River road.

Gibbons & Reed & Hughes and Ladd have a joint venture consisting mostly of paving 62 miles of the Klamath River road with a small amount of rip rap to be placed on some of the curves. At the present they are working on the rock work. They expect to move a hot plant in sometime next month.

Morrison-Knudsen has started pouring concrete on the spillway at Iron Gate Dam. They have 80,000 cubic yards to pour before it rains.

I. O. Hall has started the concrete pour on the administration building at the Siskiyou County Airport. The airport is being partially taken over by the U.S. Air Force. This \$485,000, building will be for the U.S. Air Force.

Peter Kiewit Sons' and Company should have the majority of the dirt moved on their Hiway 99 job at the Oregon border by the end of August.

Shea, Kaiser, Morrison, Macco completed tunnels at portals No.

1, No. 2 and No. 3. P.G. & E has decided that Portal No. 4 should be extended 178 feet out into the lake back of Iron Canyon Dam. This will extend the completion date on Portal No. 4 to December 15, 1965. Portals No. 5, No. 6 and No. 7 are expected to be completed December 1, 1965.

Pit McCloud Aggregate Plant has gone on three shifts trying to keep up the rock supply for the Shea, Kaiser, Morrison, Macco tunnel work.

Granite Construction Company has started two shifts on the Iron Canyon Dam. The clay for this dam is being hauled by scrapers. The rock is being hauled by trucks from the Granite Aggregate Plant, which is located on Kosk Creek, 5 miles downhill from the dam site. Granite Construction Company also has a tunnel job in this area. It is a overflow tunnel out of Iron Canyon Lake. These three jobs of Granites have over 60 of the Brothers working.

Peter Kiewit Sons' has enough clay and rock in the McCloud Dam that it is beginning to look just like a dam. They expect to have most of the earth fill in the dam by late September. This job also have over 60 of the Brothers working. It is a 2 shift job.

Morrison-Knudsen has some more work added to the channel excavation below the dam at Pit No. 6. They have gone to two shifts in order to get it completed before the rains this fall.

Owl Constructors schedule calls for the last generator to be installed before Christmas 1965. This will put Pit No. 5 in full operation.

R. R. W. & Piombo is still working on the Channel excavation below Pit No. 7, but they are still hampered by high water conditions.

Gordon Ball is on the last stages of the new freeway past Redding. This job has been a good job for a lot of the members and we will be sorry to see Daryl Doyle and his crew leave.

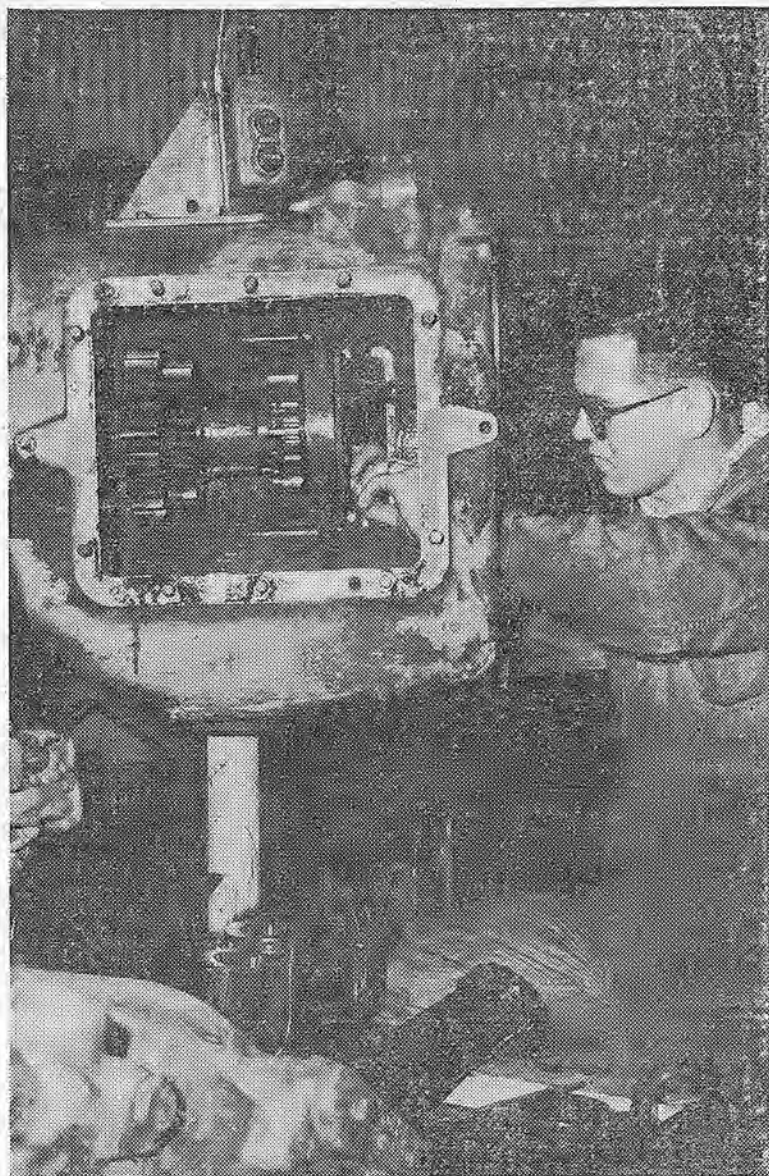
Ferry Brothers are also ready to leave as they are doing the clean up work here on final parts of the job. We are also sorry to see A. S. Gardner go.

Baker & Anderson are going great guns but like all pipe line jobs they're having many ups and downs. One of the things that is different is the loader in the ditch that pushes the dirt to a clam at the bottom of hill who clam out the rock and dirt. They are also making a Multiple Vibrator which in principle looks real good. However, they are having their trouble due to the pipe shortage. D. B. Stutsman is subbing parts of the job at Happy Valley.

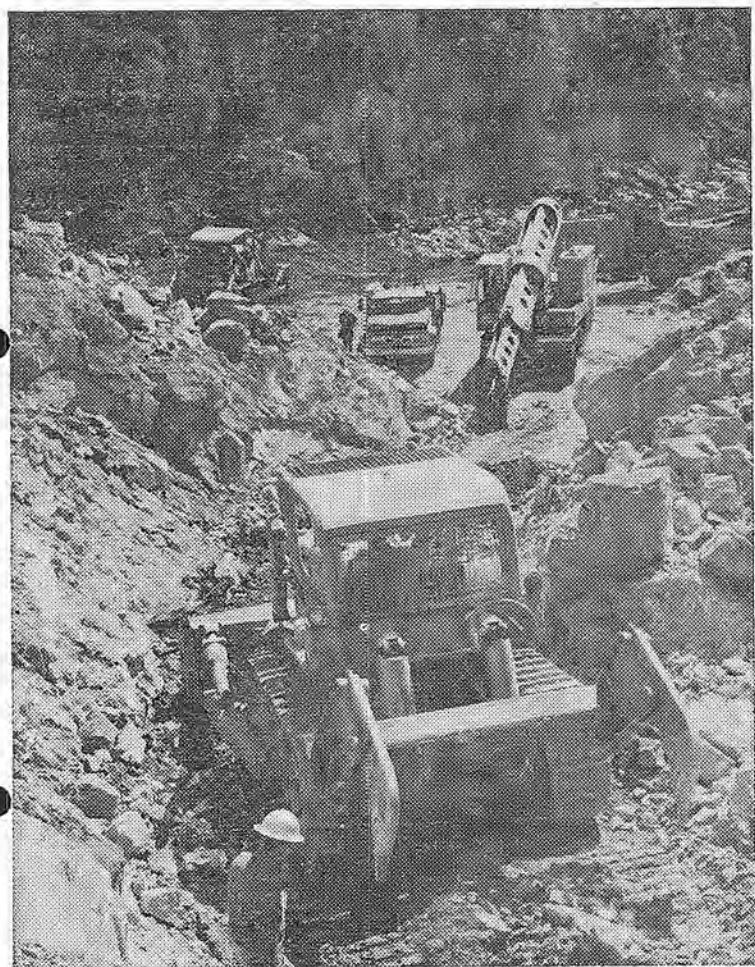
Fredrickson & Watson is going to start paving on the south end of the Red Bluff job Monday the 26th. The rest of the job is mostly up to grade and I imagine that when they start paving it will be a fast process. The company will move on to the canal job that is in the same location.

Norman I. Fadel has started up again—I hope this time they get finished as it is hard for the men who work there to make the adjustment that closing a job down and starting up again requires.

Valley Engineers have settled down on its Redding job and is getting production now that all the strikes are over with.



INTO THE CORE—Heavy duty repairmen at Peterson Tractor in Oakland tackle transmissions almost daily where the company is 100 per cent Local 3. Shown here is mechanic into the very bowels of this giant Cat transmission while reassembling the box.



CLOSE QUARTERS—Gradall in background standoff while ripper cat maneuvers in tight area breaking out chunks of solid rock at S.F. Water District project in Sierra's.

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731-0499 (nights)

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with purchase of a set of tires . . .

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Personal Notes

STOCKTON

Brother Harold Hamrick suffered a broken leg and knee injury in a recent airplane crash. Brother Hamrick and a friend, who piloted the plane, failed to clear the tree tops on a recent fishing expedition in Alpine County.

Retired Brother Jess Reese, who now resides at the Veterans Home in Yountville, dropped by recently to pay a visit to old acquaintances.

SAN RAFAEL

Best wishes for a speedy recovery to Brother Paul Greves who was recently confined at Hillcrest Hospital in Petaluma.

Congratulations to Brother Bob Bynym and his missus on the birth of new baby born on July 5th.

Brother Dave Kragler, mechanic for Linscott was involved in a minor accident on the San Rafael Park, Lucas Valley job but we learn he is back on the job hobbling around for next 6 weeks, as he is wearing a cast on ankle.

FRESNO

Brother Joe Wilhoite, 82 years of age, passed away July 9, 1965. He was a retired Brother who had been a member in excess of twenty years. We will all miss his jovial personality.

We would also like to express our sympathy to the family of Clarence Keith who passed away in July, 1965.

Congratulations to Brother Bob Reynolds who became the father of a boy in July.

W. H. Kelley is in the Fresno Veterans hospital. He would enjoy seeing the Brothers.

We wish to thank the following Brothers for donating blood:

Lee Ray Cooper, Fred Myrick, Paul Ramey, and William J. Harris.

REDDING

Our sincere sympathy to the family and friends of our late Brother John "Pat" Patterson and Brother James R. Deetz.

We wish a speedy recovery to the following ill Brothers: Bill Hyder, Fred Brock, Jim Landgraff, Jack Tucker.

We are still holding checks for the following: Walter Eagleman, P. E. Crewse, Jr., R. E. Pratt, F. C. Watson, G. Caton.

MARYSVILLE

Brother Loren Little is in the Fremont Hospital recuperating from a recent operation. Also on the sick list this month is Bill Strang and Lawrence Whitten. We wish to extend our heartfelt sympathy to the family of Brother Harold Cholcher who was killed in and on a job accident. We wish to thank Brother Richard Bell for donating blood last month.

VALLEJO

We regret to report that Brother Dale Tharp and Jerry Dorthysons landed in Vallejo hospital recently as a result of accidents.

We see that Brother Dale Gueths is back on the job after undergoing an operation, and that Dispatcher Doug recently became the father of an 8 pound, seven ounce boy.

SAN JOSE

Brother Earl Gish is hobbling around on crutches these days after a fall off a crane resulted in a broken knee for him.

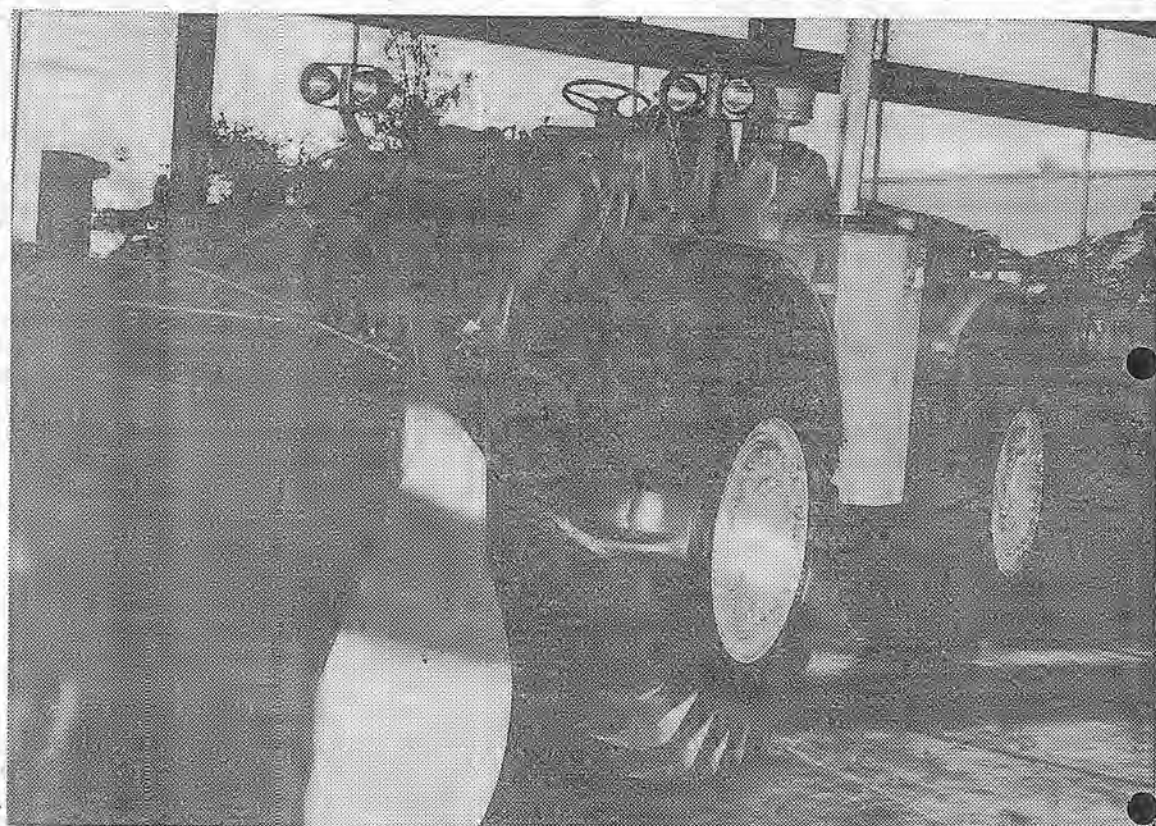
Our sympathies are extended to the families and friends of the following deceased Brothers: C. A. Barnes, Lawrence Bartlebaugh and Roy Bryson.

We appreciate the donation of blood to the San Jose Blood Bank from Teresa Dye and Eugene Damron. We always need blood—give a pint now for a Brother.

Obituaries

JULY, 1965

Name	City	Init. Date	Date of Death
Barnes, Claude A.,	San Jose, Calif.	12-21-40	7- 7-65
Bartlebaugh, L. H.,	Salinas, Calif.	1- 3-48	7-13-65
Bryson, Roy,	San Jose, Calif.	12- 7-40	7- 5-65
Butler, Maurice,	Black Springs, Nev.	3- 1-58	7-18-65
*Cholcher, Harold,	Marysville, Calif.	6- 1-46	7-14-65
*Deetz, James,	Pleasanton, Calif.	2- 4-56	7- 1-65
Franks, Lawrence,	Verdi, Nevada	9- 4-37	7- 3-65
Graves, Chas. L.,	San Francisco, Calif.	9-13-59	7-11-65
Hamilton, Willis,	Fresno, Calif.	9- 5-42	7-25-65
Harris, Earl,	Yerington, Nevada	10- 1-55	7- 4-65
Haslett, Everett,	Marysville, Calif.	11- 2-46	7-16-65
Lauder, Parley,	Reno, Nevada	4-11-37	7- 9-65
Peterson, Leon,	Napa, Calif.	1- 2-43	7-27-65
Ritchie, J. M.,	Oakland, Calif.	7- 5-38	7- 2-65
Silva, Clarence,	Lincoln, Calif.	3- 5-55	7-27-65
*Welker, Ray,	Huntington, Utah	9-13-64	7-17-65
*West, Cloval,	Lodi, Calif.	11- 5-55	7-26-65
Wilhoite, Joe,	Fresno, Calif.	1- 2-43	7- 9-65
*Industrial Accidents (4)			



SPANKING NEW—For you rubber-tire dozer operators, here's a new Cat with automatic transmission, forward and back 3 speed. This one hasn't even had a chance to get dirty, but we are seeing more of these on the jobs all over.

The Dredgerman; What's Going on In California?

By AL HANSEN

Dutra Dredging Company jobs: The "Alameda" working at Stevens Creek (Santa Clara County) with a two shift operation. This is a flood control job on the levee.

The "California" at Egbert Tract, building a damaged levee. This is a three shift operation.

The "Sacramento" at Miller Park with a full crew. They are cleaning the entrance to the creek at Sacramento.

The "Liberty" at Coyote Hills Slough with a two shift operation, and they are doing this job for Leslie Salt Company.

The "Frances" is at Fall River Mills for P.G. and E. with one crew working.

Dutra Dredging has quite a bit of work at this time, and let's hope that they get a lot more work for the Brothers.

Hydraulic Dredging has a good-sized crew working at Foster City and the way things are going, they will be on this job for a long time to come. They are working a three-shift operation on this job.

By the time this goes to press, they should be starting a new job at Sacramento with the sucker "Papoose" which will have around 350,000 yards to move.

The sucker "Rogue" is working at Foster City with three shifts going strong. They have 5 miles of slough to dredge.

Olympian Dredging job at Alameda has about a year's work building a levee for Utah Construction Company, working a three-shift crew.

Working on an American Cancer Society grant, two researchers at the University of California Medical Center in San Francisco have shown in experiments with animals that bronchial tissue damaged by cigarette smoke condensate returns to normal when exposure to the irritant is stopped.

"Sense in the Sun" is a new American Cancer Society film which warns of the danger of chronically over-exposing one's skin to the sun.

SURVEY NOTES By DAVE REA



This is helicopter used in Survey Work.

A series of three ratification meetings are slated for San Jose, San Francisco, and Oakland on the tentative agreement reached Aug. 9 at the Union office with the Local 3 negotiating committee and representatives of the Bay Counties Civil Engineers and Land Surveyor's Association, Inc.

Business Manager Al Clem and the negotiating committee spent many long hours, including 16 hours Aug. 9, in finalizing the tentative agreement.

The meetings are scheduled Aug. 17, 18 and 19 starting at 8 p.m. in the respective Labor Temples of each city in San Jose, San Francisco and Oakland.

The agreement covers over 700 techengineers in the 46 counties of northern California Local 3 jurisdiction. Ratification meeting notices will be mailed.

The workload at this time of the year is unusually heavy, however, I am happy to say that the out-of-work list is down to a bare minimum.

Another note of interest: we understand that the contract Bullard's Bar Dam, out of Oroville on the Middle Fork of the Feather River, should be opened for bid toward the end of the year.

This job should, when it starts, provide many more jobs for the techengineers.

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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APPRENTICE PROGRAM OUTLINED THE SWAP SHOP CORNER: Free Want Ads for Engine

By DANNY O. DEES, A. A. PENNEBAKER, EDWARD MIDDLETON, L. H. JONES, GLEN MULLOWNEY, JACK MCANUS, CLIFF MARTIN, and ROGER GRANT

At this time in the construction season nearly all apprentices registered on the out of work list have been dispatched to jobs. Many have waited patiently for months for this opportunity to present itself.

At the time of an apprentice's first dispatch, the interest of the Apprenticeship Committee in the apprentice becomes vastly accelerated for his status has now changed from being accepted to that of an indentured apprentice.

When the copy of the dispatch slip reaches the Apprenticeship office in San Francisco, a permanent file is immediately prepared. In this file will be entered all information pertinent to his term of apprenticeship. Here will be records of school progress, reports from the employers, filed investigation reports from the employers, filed investigation reports from the Co-ordinators as well as monthly reports from the apprentice himself as to exactly what kind of work he has been doing.

After an apprentice has performed 1000 hours of work he is notified to appear before his local sub-committee for possible advancement. His file is forwarded to the sub-committee and from the reports contained therein, a proper evaluation can be made as to whether he should be advanced, held back or disciplined. Whatever action is taken is noted on the master file and in the Minutes of the sub-committee meeting. All actions are subject to approval of the Joint Apprenticeship Committee, which has jurisdiction over the 11 sub-committees. From this, one can see that there are many people involved in the apprenticeship program, however there is no one more important than the journeyman Operating Engineer. Almost without exception, we find when an apprentice has been getting help advice from our experienced journeymen he feels that he has truly been accepted and is happy in his job. So, to you journeymen who have been so helpful—on behalf of the apprentices—we thank you.

NORTH VALLEY

North Valley apprentices are doing a job when and where it is available. The sun is shining but all the jobs are not rolling as we had hoped by this time for a number of reasons.

One of the things people lose sight of when they think of apprentices, is experience—experience is part of the apprentice and they are not all "green peas". Some of these men have many, many months behind them and during those months, they have acquired skills in some manner. Skills which the contractor can and does use to his advantage. These are short cuts taught by the men they have worked with, how to do different things in a different manner that the Journeyman learned the hard way. When you see the apprentice button on a man, remember he has some skill and is capable of using it.

CAPITAL DISTRICT

With many of the jobs nearly at a standstill, the work picture looks good in the future when the jobs do break. A few of the men are still employed such as Ray Orman, Steve Kurtz, Gary Pat-

burg, Jim Knifong, Ron Chamberlain and Ronald Saber in the Willows-Chico area. Around the capital, Bobbie Garrett, Chuck Breashears, Jim Smart, Jim Pearson, Larry Afzal, Steve Casey and Jim McMann, Pete Higginbotham, Dick Lockhart, Don Monroe, Cliff O'Brien and Larry Seaton up in the hills. There are more employed and more will be employed as the program gets along the road, but to this point, the apprentice on the whole has done a very good job, so management tells us and so we have seen. They have the get up and go also the strong desire to learn, to learn the things it has taken the journeymen years to acquire.

This is one of the finest activities produced by Local Union No. 3 and one that arouses good comments from every part of the construction industry. Realizing that construction equipment is costly, and an untrained operator is costly, the Local Union management has given this program its strongest support. Financially and with man-power, that this is an obligation to our industry, to ourselves and to the union. Local Union No. 3 is proud of the William Patterson Award for the best apprentice program and would like to win it again. Let's get with it! It takes the help of the apprentice and the journeymen to acquaint you with the apprentice program, join your Journeyman Educational Committee in your area and you will be glad you did. Be a part of your Union.

NORTH COAST

We have apprentices working on Peter Kiewit's freeway job at Hilt. Fredrickson & Watson has some on its freeway job at Corning and Red Bluff. They have about 50 Engineers working on these jobs and it is about 60 per cent complete. We have four apprentices on Peter Kiewit's McCloud dam project.

Over in the Redwood Empire we have three apprentices on various jobs for Mercer and Frazer. We also have apprentices on Granite's job at Blue Lake and Fredrickson & Watson's grading and paving job at Klamath. We have a total of 45 apprentices working in the Redding and Eureka areas at present and hope to get more out in the near future.

CENTRAL VALLEY

With the heavy work load in the Stockton and Fresno areas, our apprenticeship program is experiencing growing pains. We have most of the apprentices working and the sub-committees are working hard to expedite the processing and training of these boys. If you know any young men who would be interested in this type of training have them come into the Stockton office Wednesday night, or the Fresno office Thursday night where they will be given an explanation of the program and then be able to get an application.

PENINSULA AREA

Work for apprentices in the San Jose, San Mateo and San Francisco areas is moving along very well, as a matter of fact, better than we anticipated. We have most of our apprentices that

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.

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.

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.

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.

ROCK CRUSHER, 12 x 20 Champion No. 4, good roads machco, \$550. 24 x 14 rolls, Traylor eng. \$850. Wendell Knight, 1459 R. St. Newman, Calif. phone 862-2430. Reg. No. 404029.

ROCK CRUSHER, portable Pioneer, 10x36 jaw, 20x42 rolls, 4x8 three deck screen, Murphy diesel, tilt trailer. Bob Huach, 3338 Page St., Redwood City, Calif. 336-3529. Reg. No. 869663.

FLAT BED Chevy truck, 1948, 4-spd. Brownie, good rubber. \$485. Lloyd Guthrie, 10128 Alhambra St., Cupertino, Calif. 252-1807. Reg. No. 490353.

YOSEMITE PARK, 2-story cabin, sleeps 8, elec. stove & refrig. Lee Farmlay,

DUPLEX, 2 bdr. & den, GE kitchen, bath, FHA app. \$20,225 will sell \$19,500. Income \$2280. Painted & yard. D. A. Morrison, 2212 Doborn Ave. San Jose, 251-6610. Reg. No. 509704.

'63 WILLIS JEEP, fwd. low miles, \$1800. eves after 7 p.m. A. W. Ferreira, 1012 Larch Ave., Moraga, Cal. 376-5004. Reg. No. 592877.

SCOOPE, Ford Ferguson rear lift, reverse "A" frame; 20" blower attach to Ford power takeoff; hearing aid, \$250 off. H. W. Schellin, 19073 Carlton Ave., Castro Valley, 582-4698. Reg. No. 484646.

3 BR. HOME, 2 1/2 baths, carpets, drapes, pool close to shopping, schools, main highways. \$34,000, good loan. Bill Riddell, 1562 Willow Oaks Dr., San Jose, Cal. 266-1522. Reg. No. 610181.

27' HUNTER, exc. shape, fully equipped. Sacrifice. Nat Huckabee, 336 Robinson St., Martinez, Cal. 228-6963 after 6 p.m. Reg. No. 754144.

PUMP for water truck, Rex speed prime 3-inch, some fittings and hose. Raul Willingham, 5355 W. Fleming Rd., Atwater, Cal. 722-1393. Reg. No. 466419.

'59 LEISURE mobil home, 2 br. 10x46, exc. \$700 equity, take over payments. John Coz, Sierra Pines Trailer Park, Sp. 31, Pollock Pines, Cal. Reg. No. 736605.

TRACTOR, M-F Work Bull 204 with 220 backhoe, loader, tilt bed, 6 buckets, nearly new. T. G. Bracewell, 6453 Moss Lane, Paradise, Cal. 877-7057. Reg. No. 931000.

AUSTIN HEALY, marine eng., 4 cyl., 55 hp., nearly new, complete with trans. mounts, ready to install. \$350. Walt Matschkowsky, 1355 Pine St., San Francisco. 885-0197. Reg. No. 1113144.

TRAVEL TRAILER, '60 Scotsman, clean, extras. \$750. Bruno Dalporto, Half Moon Bay, Cal. 726-2177. Reg. No. 1082333.

EL CAMINO pickup, 1960, 4-spd. box, 370 posi with overload springs, exc. shape, \$1400. original owner. Dick Dorresteyn, 2882 Tara Hills Dr. San Pablo, Cal. 758-0676. Reg. No. 1087-683.

have been accepted into the program working at this time. The Contractors are now accepting the apprenticeship training program and are finding out how valuable the boys are on their spreads and most of them realize these boys are going to be the Operating Engineers after the old timers retire.

We are now in the process of setting up Journeyman Educational committees in all these areas to help the Journeyman better understand the program. He will then be able to explain it to others in the field and keep everyone abreast of any new training techniques as they are developed.

Coordinators will be in the Union Halls in these areas on the nights they are open, to answer any questions pertaining to apprentice training and give out applications for Operating Engineers Apprenticeship Training.

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.

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.

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

TOURNAPULLS, two Super "C's, 165 hp Cummins, exc. rubber, 12-15 yd. scrapers. \$3000 for one, both for \$5000. Walter Lewis, 655 S. 34 St. Sp. 32, San Jose, Calif. Phone 286-4642. Reg. No. 1187401.

ENGINE, Packard-Rolls Royce, new, V.12, P.38, \$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.

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.

14 FT RUNABOUT, 50 hp Johnson, trailer, deck refinished, with skies, \$650. Also '50 Buick, 4 dr. Super, good shape, new tires, \$150. James E. Webb, 3926 Pestana Way, Livermore, Calif. Reg. No. 962104.

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, 25858 Gading Road, Apt. 9, Hayward, Calif. Phone: 783-2430. Reg. No. 1087645.

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.

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.

1964 CAMPER, Magic Touch, 10 ft. Also kinsize 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. 568-421.

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. Warne 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. 714891.

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

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

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

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.

PATENTED MINING, ground, 15 acres with 1500 ft. river front. \$12,000 or 5-acre parcels. \$4950. Carl Meyers, 1635 Karin Way, Carson City, Nev. 849-0649. Reg. No. 969717.

CAT DW 20, 67c with 456 scraper, good cond. \$12,500. Bob Crow, 6421 Lupine Crt. Newark, Cal. 793-3239. Reg. No. 811868.

IHC truck motor, trans. \$100. also four 6-ply tires, \$50. Warren McElroy, 10355 Beardon Dr. Cupertino, Cal. Reg. No. 1082358.

'62 MICHIGAN loader, 3-yd. bucket, new caps, \$15,000. See at Granite Quarry, Aromas, Cal. Jack Bennet, 375 S. Baywood, San Jose, Cal. Reg. No. 377189.

SURPLUS EQUIPMENT SALE, Int. Dump, 5-yd. \$600; Chevy Dump, 5-yd. \$400. GMC tractor only. 270 eng., \$400; Cleveland Trencher, Mod. 110, \$3500; BE Hydra-hoe & crane, mounted on Int. 2 1/2 T Int. truck, \$9000. John Wise, K&W Excavators, 7049 Woodbine Ave., Sacramento, 428-2040. Reg. No. 486298.

CAT D2, hydra-dozer, Cat D4, traction loader with/without Hyster winch. Morris Foss, 21772 Westfield Ave., Hayward, 581-8150. Reg. No. 476995.

'59 SKYLINE mobile home, 10x50, deluxe 3 bdr. \$3500. Bob Baldwin, 501 Moana Lane, Reno, Nev. 323-7496. Reg. No. 1192100.

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.

TRUCK CRANE, 5-Ton capacity. George Durallia, 917 Warburton Ave., Santa Clara. Cal. 244-0414, or evenings at 867-1550. Reg. No. 117-4998.

RULES FOR SUBMITTING ADS

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

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

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



North Bay Reports Many Subdivisions

By AL HANSEN
J. B. JENNINGS

SAN RAFAEL — Work here in the north bay area is moving in a tremendous pace — most of the work being on subdivisions.

Brown-Ely has completed about one-fourth of the Tiburon Hwy. job, and this should be finished by Fall and was recently awarded a repaving job on sections of Laurel Grove Ave.

The following jobs are being considered by the Marin County Planning Commission: a permit for 18 apt. units between Hwy. 101 and Alameda Del Prado on the south side of the former entrance to Loma Verde; an 11.6 acre subdivision known as Reedlands Unit 4, in Reedlands Heights, Tiburon peninsula; tentative map of a 17 acre subdivision named Horse Shoe Hill, between Olema-Bolinas Lower Road and Olema-Bolinas Upper Road.

Bids have been called for August 11 on reconstruction of shoulders and resurfacing of 1.1 miles of Hwy. 101 between San Rafael viaduct and Lincoln Ave. \$100,000 is budgeted for the job, according to the State Department of Public Works.

The biggest highway project underway in Marin is the \$616,000 interchange job to ease the off-ramp congestion at the San Rafael Viaduct on Highway 101. The project, now one-third of the way toward completion is part of the division's proposed San Quentin Wye north to Miller Creek Road interchange at Marinwood.

Several other design studies for Highway 101 are in progress, including minor frontage road changes at Manuel T. Freitas Parkway and the addition of two lanes from Third Street in San Rafael to 0.2 of a mile north of San Pedro Road. Also being designed is the addition of two lanes on Highway 101 from Manuel T. Freitas Parkway to Miller Creek Road.

A major design study involved the re-routing of Highway 101 east of Novato. The job will change the route from Highway 37 interchange to Atherton Avenue near San Marin Drive.

Resurfacing jobs from Richardson Bay Bridge to Corte Madera Creek and from Atherton Avenue to the Petaluma overhead are to go to bid early next summer.

Studies are still in progress for location of the major east-west route from Pt. San Quentin to West Marin. The State Division of Highways says "location type of facility and number of lanes are still to be determined."

Ground-breaking ceremonies recently held at the site of Ross School, involves construction of a multi-purpose room and 4 classrooms, repairs to present building and conversion of the present multi-purpose room into an enlarged library. Herrero Brothers was the low bidder.

Ghilotti Bros. humming with activity — latest job is at Third Street extension from "E" Street to Second Street in San Rafael — consists of street and road work.

Cima Construction of San Jose was awarded the contract



DOUBLE BELLY—Appropriately named is this earth-moving train of equipment. If you think this isn't automation in Nevada, then what is it?

What Is Man?

A Good Machine; Protect Him

By DALE MARR and FRAN WALKER
SAFETY REPRESENTATIVES

Man is still the world's most miraculous mechanism.

Want proof? Take a look at these figures which are compiled from known facts.

In 70 years of life, a human eats 1400 times his own body weight; over 100 tons of food and spends five years just putting food in his mouth.

If his weight is average, his heart beats 103,680 times a day; he inhales 438 cubic feet of air; gives off 85 degrees of heat; moves 750 major muscles and utters an average of 4800 different words.

The average person blinks his

eyes 25 times per minute and scientists say each blink lasts as if a person averages 40 miles-per-hour on a 10 hour motor trip, he drives 25 miles with his eyes shut!

The human body can withstand a lot of punishment and still function. A man can survive without a gall bladder; appendix, spleen and can give up one kidney, two quarts of blood, a piece of his brain, both eyes, all his teeth and several appendages and still live.

But is also a fact that only one small accident can throw a monkey wrench into this wonderful machine and stop it cold!

During the month of July there were four monkey wrenches carelessly thrown into the machines of our Brother En-

average of one-fifth second; thus, engineers, and currently, at Modesto, Fresno and Oroville U.S. Health Department and State Health Service technical personnel are gathering facts to determine health factors affecting Operating Engineers on the job.

All their findings and resultant conclusions and recommendations are for naught if accidents on the job continue because someone is careless with life's monkey wrench.

To give you a further statistic to mull over, if you were paid \$115 for each heart beat during your normal life span, it would not equal the national debt of over \$300 billions.

Safety starts with you... don't learn it by accident!

Watch T.V. Safe Driving Show, Aug. 30

The National Safety Council's second safe driving television production will be viewed August 30 by approximately 30 million persons in an effort to emphasize careful driving over the Labor Day weekend.

The council produced its first show May 24th which was termed a "smashing success" as reportedly 30 million viewers tuned in.

The August 30 show will be on CBS network stations starting at 10 p.m. (PDT).

The International Union of Operating Engineers supports this program, as General President Hunter P. Wharton is a member of the Council's Executive Board.

Local 3 members are urged to watch the show and sign up for driver improvement programs sponsored by the National Safety Council in select areas.

Vallejo Area Work Rolling With Small Jobs

By AARON SMITH

VALLEJO — The Benicia-Cordelia freeway is ready to receive a face-lifting. Industrial Asphalt Co. is doing the paving; Darkenwald and M-K is preparing the sub-base.

Westbrook and M-K is crushing rock for the big asphalt plant supplying the material.

On the Marina, all has been quiet while the piledrivers took a strike holiday, but work should be back to normal at the time you read this column.

The Marina promoters are already advertising for business, and things here should pickup shortly as the Redevelopment Agency gets things developing.

Syar & Harms has been busy with several dirt and paving jobs and a 200-house pad project in Vallejo.

Joe Richards started a new project in Napa and is employing several Brother Engineers. The company also has a few other projects in the same area.

Streets in Fairfield have taken on a "new look" since Ebert & Barton Construction company added sewer lines and replaced several miles of streets.

Up on the highway 40 (interstate 80) job near Vacaville, the Gordon Ball Co. is readying its crews for final paving on both sides of the city.

All Ball's earth-moving equipment has left the area while sub-base crews manicure the base.

Clyde Plymell Construction Co. is tearing out an area east of Tennessee Street, and plans more county work.

Twenty miles of pipeline was the subject of discussion at a pre-job conference with ARB and MGM joint venture companies. The job is in the Rio Vista area.

A few Brothers are working on the new American Food Co. building, now under construction near the Winters cutoff.

One last note: our thanks to Gov. Brown for okaying the \$18 million modification at Vacaville Prison. When work starts, it should mean employment for our Brother Engineers near home.

Credit Union Views

Your Credit Union is now in a position to finance large loans for members.

We are presently able to finance new and used cars, pick-up trucks, trailers, household appliances, boats and mobile homes. New mobile homes can be financed for up to five years.

You may borrow 80 per cent of the sale price plus license, tax and insurance. The low interest rate includes life insurance on the loan at no added cost to you.

On new automobiles and new trucks, you may finance 80 per cent of sales price plus license, tax and insurance — up to 36 months. Your only cost is the interest you pay.

Again, remember our fine insurance program for these loans. Don't sign a contract with any dealer!

Your loan will be insured against death prior to age 70 and total permanent disability to age 60. This is at no extra cost to you. Elsewhere, this insurance

feature is "an added cost," and in most cases, disability is not included.

Obtain a purchase order on the item you wish to buy and submit the order, along with an application, to your nearest District Office where one of our loan officers will assist you.

When you finance these items at your Credit Union, you pay no hidden charges. You pay our low rate of interest and that is all! If you decide to pay the loan off ahead of time, you pay no penalty.

Your credit union is as near as your telephone, mailbox, local union district office, or our credit union office in San Francisco. We are here to serve your needs.

Let us demonstrate how the Credit Union can help too—by financing all of your "Big Ticket" items at your "Friendly Credit Union."

We will be looking forward to serving you.

Come in and see us today!