



'Crew Concept' Is Historic First; Labor - Management Both Agree

Nevada Training

Apprenticeship Program Receives Green Light

RENO — In answer to the demands of higher quality competitive construction markets, the 14 counties of Northern Nevada recently were assured an apprenticeship program, according to Business Manager, Al Clem.

The Associated General Contractors in Nevada and Local 3, realizing the future demands for higher skilled Operating Engineers assured a resource pool with the signing of the Trust Agreement.

Clem named Danny O. Dees, Administrator of the California Apprenticeship Program, to a dual position of administrator heading the Nevada program.

Recent improvements in the

AGC contracts in both Nevada and California concerning manning dirt moving equipment makes it imperative to train more men for the new jobs which are expected to open, Clem said.

The apprentices will receive on-the-job training working alongside Journeymen, and is required to attend evening classes for related classroom instruction. Classes are held in high school and junior colleges.

One of the major requirements in considering applicants in the program is that the apprentice must have a minimum of a high school diploma. The better the high school or junior college transcripts will receive first preference after an interview by the screening committee.

Labor and Management officials this week gathered in an atmosphere of mutual understanding and confidence at an historical "foremen's forum" at the Oakland Labor Temple to outline the newly conceived "crew concept" of manning earth moving equipment. The plan became effective Sept. 1.

Business Manager Al Clem, the first of several speakers to a nearly packed house of project foremen and supervisory personnel in the Bay Area, said it was the first time for such a meeting throughout the industry in the United States.

Contractor representatives echoed Clem's remarks and all reflected the cooperative manner in which the Associated General Contractors and Local 3 negotiators resolved a program to meet the need for highly skilled operators through mutual statesmanship, rather than "brinkmanship."

Clem emphasized that the new manning classification which calls for a "Journeyman Trainee" for every seven pieces of earth moving equipment, is not designed as a "soft touch."

"There will not be tolerated slaggards who will lie down on the job. This would have an adverse reflection on the Union and would not be condoned," Clem added.

Clem said Local 3 has taken the lead nationally in the manpower development field to help

Operators upgrade their basic skills.

Dan Prodanovich, president of Prodanovich Co., pointed out strongly that management and Local 3 is "a team," working for the benefit of the industry. He cited other crafts which have gone to shorter work weeks to coincide with the federal government's desire for fuller employment.

He said the experience has been that shorter work weeks breeds further "moonlighting" and actual more shortages of jobs for the unemployed.

Prodanovich pointed out that the heavy construction industry will have to train some 3000 men each year to take care of normal attrition occurring now. He called the "crew concept" as a visionary concept conceived by Clem and his team of negotiators to develop within the needs for skilled operators and complex equipment.

Charles Hudson, of EGCA, told the foremen present that "a large part of the training program will befall you men. You will have to use patience and understanding and the ability to pick out an operators whom you feel has a definite aptitude."

"At the present pace the industry is moving, and if present day operators do not increase their skills, they will not be able to keep pace five years from now and will be out of a job or out of the industry," Hudson warned.

Vince Smith, of Gordon Ball Co., is familiar with the "crew concept" citing Clem's initial try at this in the Oakland area in the mid-fifties. He said it will work and is the only practical approach to training more men to operate today's machinery.

John Nye, of AGC, said it is everyone's goal to help individuals to become top journeymen who will be a benefit to the industry. He cautioned, however, there will be "rough spots" to cross, but urged continued understanding and patience.

Nye pointed out that the contractors are behind the program and, with Local 3, want to make it work for everyone's benefit.

Clem answered questions from the floor, and all hailed the Union's foresight in the development of the program.

(1) Effective September 1, 1965 through April 30, 1966 when an Individual Employer employs a total of seven (7) or more Journeyman operators on a job or project under the terms of this Agreement to operate individually manned pieces of equipment moving earth or individually manned pieces of equipment directly supplemental thereto or any combination thereof under this Agreement on any shift, such Individual Employer shall employ at least one (1) Journeyman Trainee and assign such Journeyman Trainee(s) to such equipment. When an Individual Employer employs a total of twenty (20)

or more Journeymen operators on a job or project under the terms of this Agreement to operate such equipment on any shift, such Individual Employer shall employ at least two (2) Journeyman Trainees and assign such Journeyman Trainees to such equipment.

(2) Effective September 1, 1965 when an Individual Employer employs a total of more than two (2) but less than seven (7) Journeyman operators under the terms of this Agreement to operate individually manned pieces of equipment moving earth or individually manned pieces of equipment directly supplemental thereto or any combination thereof under this Agreement on any shift, such Individual Employer shall employ at least one (1) Indentured Apprentice or at the option of such Individual Employer at least one (1) Journeyman Trainee and assign such Indentured Apprentice or such Journeyman Trainee to such equipment. If an Indentured Apprentice is so employed under this paragraph (2) all of the provisions of paragraph (4) following pertaining to the Journeyman Trainee shall apply, except that the Indentured Apprentice's wage rate shall be that set forth in Section No. 13-A of this Agreement.

(3) Effective May 1, 1966, paragraph (1) above shall be deleted from this Agreement and there shall be substituted in its place the following:

Effective May 1, 1966 when an Individual Employer employs a total of seven (7) Journeyman operators on a job or project under the terms of this Agreement to operate individually manned pieces of equipment moving earth or individually manned pieces of equipment directly supplemental thereto or any combination thereof under this Agreement on any shift, such Individual Employer shall employ at least one (1) Journeyman Trainee and assign such Journeyman Trainee(s) to such equipment. For each additional total of seven (7) Journeyman operators employed on a job or project by such Individual Employer under the terms of this Agreement to operate such equipment on any shift, such Individual Employer shall employ at least one (1) Journeyman Trainee and assign such Journeyman Trainee(s) to such equipment.

In the event more than one (1) Journeyman Trainee is employed on a shift each Journeyman Trainee shall be assigned to only the equipment operated by one (1) group of seven (7) or less Journeyman operators under the terms of this Agreement.

(4) The following shall apply to (1), (2) and (3) above.

Equipment directly supplemental to equipment moving earth shall include all equipment which may be used in support of and in conjunction with equipment moving earth. The following are some but not all of the types of equipment moving earth and equipment directly supplemental thereto: all tractors (with or without attachments), blades, similar or other leveling devices, loaders (including tracked and rubber tired), rollers, compactors, and all other types of compacting equipment.

For the purposes of this subsection (c) only the term "group" shall mean the seven (7) or less Journeyman operators operating the equipment under the terms of this Agreement to which a Journeyman Trainee or Indentured Apprentice is assigned and is not intended to mean that such Journeyman operators must be located in proximity to each other.

This includes: tractors, with or without attachments, blades, similar or other leveling devices, loaders, including track and rubber tired, rollers, compactors and other types of compacting equipment.

Each Journeyman Trainee may perform any duties set forth in this Agreement that are directly related to the equipment to which he is assigned but in no event shall the performance of such work displace any other Employee under this Agreement; however, he may operate said equipment during the regular scheduled meal period of the Journeyman operators of his assigned group. In addition the Journeyman Trainee may assist an Employee or Employees covered by this Agreement in starting equipment to which the Journeyman Trainee may assist an Employee or Employees covered by this Agreement in starting equipment to which the Journeyman Trainee is assigned, and in such event his regular straight time shall commence not more than thirty (30) minutes earlier than the regular scheduled shift time. Each Journeyman Trainee shall be afforded the opportunity to operate such equipment to which he is assigned during each shift.

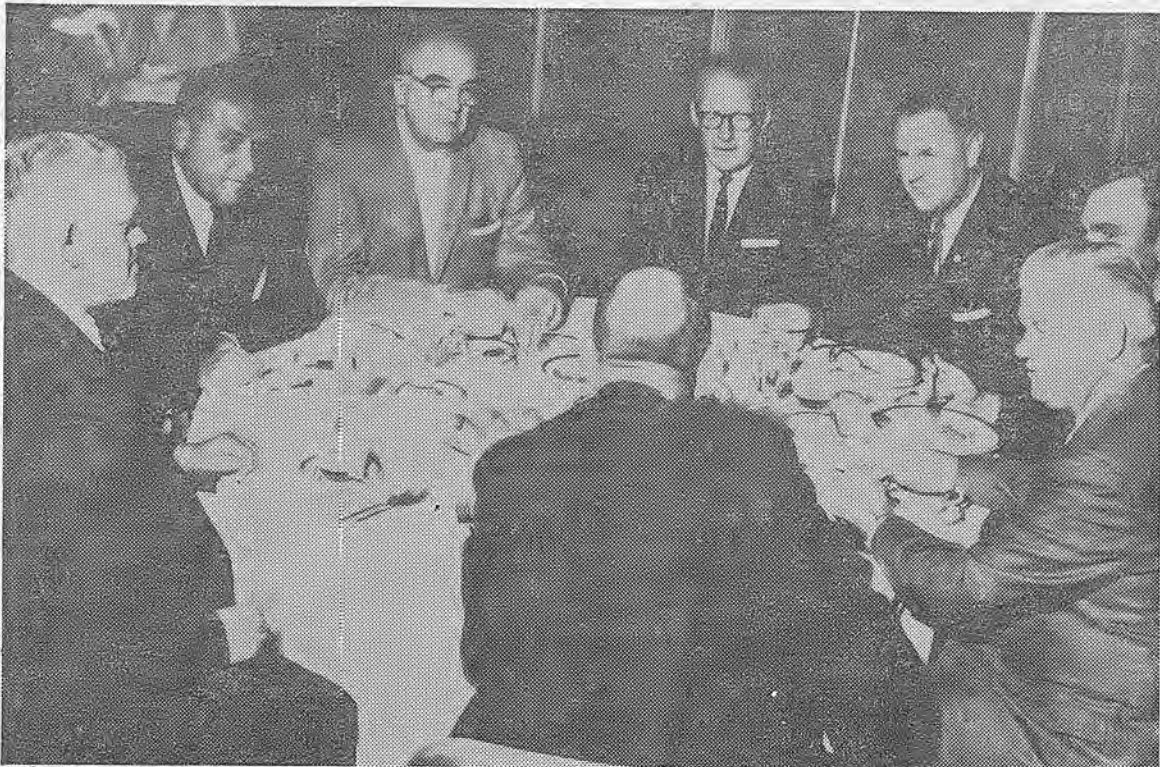
GENERAL PRESIDENT STOPS IN SAN FRANCISCO FOR VISIT

Top officials of the International Union visited San Francisco and Local 3 during the month of August and sat in on the Business Representative meeting.

The contingent was headed by General President Hunter P. Wharton, General Secretary

Newell J. Carman, Executive Vice President Dick Nolan and Executive Board member from Nevada, R. C. Yturiaga.

The meeting was called by Business Manager Al Clem on Saturday, Aug. 21. He welcomed the guests to Local 3.



DEEP CONVERSATION—President Paul Edgecombe, back to camera, holds center of attention at recent Business Agent meeting in S. F. Clockwise, from Edgecombe are: George Baker, Al Clem, Business Manager; Hunter P. Wharton, General President, IUOE; Newell Carman, General Secretary, IUOE; Dale Marr, R. C. Yturiaga, of Nevada and Dick Nolan, Executive Vice President, IUOE.

Memo from the Manager's Desk

By AL CLEM

By the time this issue of the paper is in your hands, or shortly thereafter, many will be observing the Labor Day weekend. We hope and trust that after this long weekend, there will not be any Brothers or their families in the hospital, or even worse, killed on the highways.

In reviewing the accidental deaths during the past month we note that there were more killed during this period than any period since we have been keeping a record of these unfortunate mishaps. To those of you who may be contemplating a trip over this weekend, we urge you to use every precaution at your command for the life you save may be your own.

NEGOTIATIONS CONTINUE

Our heavy schedule of negotiations continued throughout the month of August and with this there were several ratification meetings held whereby the members voted upon the proposals submitted to them by the negotiating committee.

The employees of Holt Bros. in Stockton voted to accept the proposal submitted by the negotiating committee at a meeting held on Saturday, August 21, at our Stockton Hall. There was an extremely good turn-out at this meeting. As always many were not completely satisfied with the proposal but after a lengthy discussion they voted overwhelmingly to concur in the recommendations of the negotiating committee.

Tech Engineers employed by the Land Surveyors in the Bay Area attended three special called meetings in Oakland, San Jose and San Francisco, whereby they concurred in the recommendation of the negotiating committee by an overwhelming vote. This contract entailed many hours of negotiations, and while we did not achieve all the gains we had hoped for, we are extremely pleased to report that it is one of the best agreements, if not the best agreement, that has been negotiated in this industry.

The members of our union employed in the Pile Driving industry attended a ratification meeting held in Oakland and voted overwhelmingly to concur in the recommendation of the negotiating committee.

Another very important agreement was negotiated and ratified by the members employed by the building material dealers in the Bay Counties, whereby the members receive a substantial increase in wages and also the vacation provisions were modified to provide for up to four weeks of vacation for many of the Brothers employed in this industry.

MANNING PROVISION

As many of the Brothers know, there is at this time being conducted throughout Northern California and Northern Nevada a series of meetings to discuss the new concept of the manning provisions of our contract. In attendance at these meetings are the officers as well as the representatives of AGC and EGCA and the supervisory personnel employed by the members of the aforesaid mentioned associations.

There is a great deal of interest shown at the meetings which have been held so far, and we are sure that by working together, we will be able to implement this section of our contract with a very minimum amount of confusion.

This is another first for Local 3 whereby the negotiating committee of your union and the negotiation committee from the employer's side of the table are making a stride toward implementing a training program to up-grade the skills of the employees in the construction industry. We think this is extremely important for statistics show that in this fast moving world that many of us are doing a job today that in five years from now the method of which we are performing our duties will be antiquated.

We believe that in order that the members of our union can be afforded an opportunity to up-grade their skills, thereby increasing their employment possibilities. This manning concept will also enable the employers in the bargaining unit to train qualified operators to man the newer, heavier and faster pieces of earth moving equipment that are being offered them by the manufacturers and the various equipment dealers.

We urge those operating engineers who wish to up-grade their skills to sign the out-of-work list as a Journeyman trainee in order to be dispatched to the various jobs which will be opened by this new manning concept.

MORE CONTRACTS

We are now in the process of negotiating the equipment dealers contract for Northern California as well as the steel erecting and pile driving agreement in the State of Utah.

The details of the Apprenticeship Program have been worked out and a Coordinator has been hired to put into effect the type of Apprenticeship and Journeyman Training Program in the State of Nevada similar to ours in California. We have a very cooperative committee to work with

Continued from Page 2—

What's Doing in Dredging?

Will Name Stewards, Safetymen

By AL HANSEN

Shellmaker has a small job on Twitchell Island with the dredge "Vanguard"; from there, the crew will move to Rio Vista around the first of the month. They have to dredge 2,220,000 yards in the deep water channel, starting from New York slough and going down the Sacramento River for seven miles. The "Explorer" also will be working on this job, which should last 300 working days, or a little over one year. This should take the slack out of the out-of-work list for the dredgemen.

We are now starting to put Stewards and Safety men on all dredges. In time we will get all of them.

I would appreciate receiving any news about the dredgemen for our column, which make good news, so hope to be hearing from all of you. Just mail any news items of interest to me (Al Hansen), in care of the San Rafael office. I have appreciated the support and cooperation that you dredge hands have showed me since I was assigned as your business representative.

On highway 37, nine miles this side of Mare Island, Leslie Salt is working 3 shifts cleaning out one of the sloughs on the salt flats.

Associated Dredging is still working up at Bel-Marine Keys, cleaning out a slough, however, I don't know how long it will last. The dredge "Delta No. 1" is

there, and the "Pacific" is working across the Bay off Oakland. The "Delta" is working two shifts, and the "Pacific" one shift.

Hydraulic Dredging is at Foster City with a big crew pumping the muck.

Shellmaker has a fair job at Richardson Bay in Marin with a small dredge "Gypsy" working the area for a while. They had a major break-down recently, and are installing a new engine in after which they will be working three shifts.

Western Pacific Co. (Williamette) is working three shifts on its job at Avon, and will be around for a while.

Olympian Dredging is working

on a job at Alameda with the dredge "Neptune" on a two shift operation. All the boys are happy with their new cook, and the crew is getting plenty to eat!

United Sand and Gravel on the "Sucker" is all over the Bay with jobs here and there, and a very good crew aboard.

Utah's dredging rig is working at Santa Cruz on three shifts, and upon completion will be back to the Bay area.

Dutra Dredging has dredges around the bay and up the river.

Manson General at this writing is working all equipment and both Suckers have very good crews.

See you next month!

Buying New Car, Truck?

Shop for Credit, Too



The credit union is now in a position to make loans for the purchase of new and used cars, pick-ups, boats, boat trailers, mobile homes and new appliances.

It pays to "shop around" when purchasing major cost items. Most people shop very carefully when making large purchases, but few people shop for credit. If they do, they find it difficult

to figure how much the financing will cost.

Recently one of our members came by the credit union office and stated that he was financing one of the above items at a very attractive and low interest rate. We figured what the financing was costing him through the dealer and compared it with the credit union charge.

The credit union would save him \$130.00 over a 36-month contract. In addition the member would have his loan insured against death or total and permanent disability at no added cost to him. This feature most often is an extra cost charge in other financial institutions and none include the disability aspect. This alone, in our industry is worthwhile.

Our member could appreciate this kind of saving and another member realized what we mean when we say — "The Average Person Can Not Get a Better Deal Anywhere." The credit union is THE place to borrow for big purchases.

High finance can be quite high unless you shop carefully for credit. You should shop as carefully for credit as you do the item you are purchasing. Before you make that "Big Purchase" talk to one of our Loan Officers at your Local Union District Office, or your Business Representative. Let them explain how the credit union can help you!

It is a proven fact that many dealers realize more profit from financing merchandise than they do from the sale. This is why most dealers are very anxious for you to finance with them.

Don't sign a contract with the dealer on the dotted line

(Signature)

Deal with your Credit Union — and save! Deal with your own financial organization. It belongs to you.

Remember—Your credit union dues finance cars, pick-ups, boats, boat trailers, mobile homes and appliances.

We look forward to serving your needs.

Vehicle Registration

There are more than 9½ million privately and publicly owned vehicles in California today, reports the California State Automobile Association.

Honolulu Welcomes Work Spurt; \$5.4 Million Dredge Bid OK

By HAROLD LEWIS, BERT NAKANO, KEN KAHOOONEI

HONOLULU — The dispatch office has a pleasant surprise: the out-of-work list is currently at a record low with contractors placing job orders daily as construction here is picking up.

Many Brothers are using this construction spurt to reclassify to journeyman. There have been instances where the office has depleted the supply of highly-skilled dirt operators.

Companies placing the majority of job orders are: C. W. Vincent; A. C. Chock, Ltd.; Highway Construction Co. Ltd.; E. E. Black Ltd., and J. A. Thompson and Son, Inc.

While reaping the benefits of this "construction boom," it is suggested that members plan a careful budget to tide them through the "thin spots."

HIGHWAY PROGRAM

Ninety percent of the cost of the Interstate Highway System for Hawaii is being paid by the Federal government. However, Hawaii's interstate defense highways must be completed by 1972 in order to be eligible for Federal funds.

The program involves construction of a superhighway linking Waialae-Kahala and Barber's Point with a branch going to Schofield Barracks in Wahiawa and another branch going to the Kaneohe Marine Base.

At this writing, in Aiea, E. E. Black Ltd. is working on the second phase of the Aiea Interchange and is moving at full speed hoping to complete a pedestrian overpass leading from Aiea Intermediate School to the opposite side of Moanalua Road before school starts

again; diverting traffic temporarily.

In about a month, E. E. Black, Ltd., will also be driving 18,000 lineal foot of piles to support a raised superstructure for two lanes of Honolulu-bound traffic entering Moanalua Road from Kamehameha Hwy. In the first phase of the Aiea Interchange, E. E. Black had widened the bridge over Aiea stream easing the congestion in traffic.

Hawaiian Dredging & Construction Co., Ltd. was awarded a \$5.4 million contract to build a half-mile long Kapiolani Interchange connecting Moiliili with Kaimuki. Work is scheduled to start this month and completion is set for May, 1967.

The project calls for excavation and hauling away of 85,000 cubic yards of dirt; 25,000 cubic yards of concrete to be poured and 43,000 lineal feet of piles for the overpass which crosses Kapiolani Blvd., Harding and Kapihulu Avenues.

When completed, this interchange will link the recently completed one-mile long Kaimuki portion of the Lunalilo Freeway.

NEW AGENT

By now, most of you have met our new business representative, Brother Kenneth Kahooni. If you haven't, by all means do get to know him. We are sure you will find Brother Ken to be very conscientious when it comes to helping you with your problem. If you have any problems or questions, do not hesitate to call it to his attention. May we take this opportunity to say: "Welcome Brother Ken to the Staff!"

ENGINEERS NEWS

STATIONARY ENGINEERS LOCAL 39

OPERATING ENGINEERS LOCAL 3

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Urge 14(b) Knockout

The bill to end state "Right-to-Work" laws cleared one Congressional hurdle but faces a stiffer test before the Senate now. The House okayed the measure 221 to 203 to repeal Taft-Hartley, Sec. 14(b), which would nullify open shop laws.

The win in the House started with intelligent voters, spurred by labor, cleared out a lot of "dead wood" in Congress during last year's national election and replaced these "tired blood" advocates with spirited, clear-thinking men.

But the fact remains, that midwestern Senators, hold the controls in the Senate and the knockout punch must be delivered here. You can help by writing your Senators urging repeal of 14(b). Just address a card to him, U.S. Senate Building, Washington, D.C.

IT'S A SMALL WORLD

Two months ago, the "News" ran three pictures of old time equipment and asked for an identification. Low and behold, we ran into a Brother who took the pictures of Ray Austin on the equipment, and Brother Earl Winterhalder not only named the equipment, but gave us the year and place too as follows: a Cat (Best) 30 pulling a Killifer Ripper, a P&H shovel, run by Al Malone, now with Kaiser, in 1930, a cat No. 35, gas model, with Ateo dozer and Russel blade, 1932.

There was also a No. 11 Cat Blade and another 30 Cat on Green's San Antonio Dam, 1930.

It's a small world, isn't it? Any more old time pictures and stories?

FOREMEN'S FORUM

All the heavy negotiations on new contracts is either complete or the end is in sight and Local 3 shall again be history makers through the "crew concept" of the manning provisions explained on page one.

However, let us caution all Brothers to approach this new concept with the idea of improving your skills and thereby economic benefits. Don't look upon this as a job where you can hide, and thereby discredit your Union! Manager Al Clem and his negotiating team through much hard work has established close relations with management in selling them this idea. He and the contractors want to see the program work!

More--Manager's Memo

Continued from Page 2—

in Nevada and we are looking forward to having a number of apprentices working in this area of our jurisdiction in the not too distant future. On September 7, 1965, the Apprenticeship Standards will be signed there.

On August 14, we held a Business Agents' Meeting and our General President, Hunter P. Wharton, General Secretary-Treasurer, Newell Carman, and Executive Vice President, Richard Nolan, were in attendance and gave very interesting and informative talks.

The new hiring regulations were discussed and reviewed at great length as well as the recently negotiated contracts.

GETTING NEW PAY RATE?

If you are employed by an employer who is a signatory to a short form agreement, you might check with your representative to see that this has been renewed. If any of you are not receiving the proper wage scale set forth in the July and August issue of "Engineer News" for Northern California and Northern Nevada, respectively, report this to your Business Representative.

APPRENTICE RECRUITMENT

Again we ask you if there are any young people that you know who may be interested in a career as an Operating Engineer and can meet the test of the Apprenticeship Program, have them contact the nearest office and ask them for an application to fill out.

We recently were notified that the employees of Quinn Tractor Co., with shops located in the southern portion of our jurisdiction in California, have voted overwhelmingly for Local 3 as their bargaining representative. We have four NLRB cases pending in Guam, namely: Connell Bros. Co., Inc., Mobile Petroleum Co., R.C.A. Communications and Kaiser Hawaii Kai Development Co.

DISPATCHES

The dispatch offices have been extremely busy during the past month filling the jobs and the out-of-work lists are now down to a very minimum. During the month of August there were 3963 members dispatched to the various jobs.

Picnic Basket



How to Buy

GAPS IN MEDICARE; BENEFITS FOR YOUNG FAMILIES

By SIDNEY MARGOLIUS

Older persons are being warned not to drop their present hospital and medical insurance before the new Medicare plan goes into effect, July 1, 1966. Otherwise they will be without protection meanwhile.

Even after Medicare becomes effective, some supplementary insurance or budget allowance will be necessary. Figure as we can, we can't see how an elderly couple can get away with less than \$25 to \$30 a month for additional expenditures for ordinary health needs not covered by Medicare, and possibly much more in event of catastrophic illness.

For one thing, even if a couple are both 65 and thus both eligible for "Plan A" (the basic Medicare hospital insurance) they still will have to pay \$6 a month for "Plan B" (the supplementary doctor-bill insurance). The couple also will have to pay for the first \$100 a year of doctor bills (\$50 each), plus 20 percent of the remainder. This could mean an additional expense of \$10 a month or more. Another \$10-\$15 a month would be a modest-enough expectation for medicines (not covered outside the hospital), routine physical exams, optical and dental care, and other expenses not insured by Medicare.

The realization of these gaps has prompted some unions to ask employers who provide health insurance for retirees, not to drop it after July 1, 1966, but to renegotiate it to supplement Medicare. Such group insurance would cost much less than individual supplementary policies now being prepared for sale by commercial insurance companies. Nonprofit organizations, such as H.I.P. of New York, Group Health Insurance, Inc., and regional Blue Cross-Blue Shield plans, also are preparing low-cost supplementary health insurance plans. These will seek to provide against catastrophic illness beyond the 90 hospital days Medicare provides for, and for the ordinary expenses covered only in part or not at all.

In respect to enrollment for Medicare, keep in mind that all persons who will be 65 or older before Jan. 1, 1966, must enroll for Plan B, the supplementary medical insurance, between Sept. 1, 1965 and March 31, 1966, if they want it.

People over 65 already getting Social Security will get a form in the mail in September, to fill out and return.

But others over 65, even if not collecting or not entitled to Social Security, should get in touch with the nearest Social Security office to enroll both for Plan A and Plan B. You don't pay any-

thing for Plan A. You pay \$3 a month for the supplementary Plan B, but it is valuable insurance at this price.

SOCIAL SECURITY IMPROVES

The important changes in Social Security itself may have been over-shadowed by the historic advent of Medicare. These changes affect younger families as well as older persons.

The increase in benefits, retroactive to January, 1965, will be paid automatically to the 20 million men, women and children now getting Social Security. You do not have to apply for it. You will get a separate check for the back payments in late September. This will be followed early in October by the first regular check at the increased amount.

Improved disability insurance under Social Security is an important boon to younger families. This has been largely overlooked. Now a worker can get Social Security payments if he is totally disabled or chronically ill for more than 12 months, or if his disability is expected to last that long (instead of "permanently disabled" as before).

This change, together with employer-paid sick pay, now gives your family an important bulwark against loss of earnings because of total disablement. In fact, some 60,000 disabled workers who could not get benefits under the old law, now will be able to qualify.

Increase in maximum family benefits, from the old maximum of \$254, no matter how large the family, to a new maximum of \$309.20 for now, and higher later, give your family added insurance protection if anything happens to its breadwinner.

Lower eligibility age for widows also improves your family insurance protection. A widow now can take her benefits at 60 and get 71½ percent of what her husband would have gotten if he had lived, or at 62 she can get 82½ percent.

Students 18 to 22 now are eligible for payments. This immediately affects about 295,000 youngsters whose benefits had been stopped at 18, or were not payable because they already were 18 when a family wage earner died, became disabled or retired. But these youngsters must apply to their local Social Security offices to get the new student benefits. They won't arrive automatically.

People 72 or older who may not have been previously eligible for Social Security, because they (or their husbands) did not have enough wage credits, should get in touch with the nearest Social Security office to see whether they now are eligible. The new law reduces the amount of time needed to have worked under Social Security. This new provision is expected to help some 350,000 elderly people.

Weatherman's 'Cold Shoulder'

South Fork Bridge, Penstocks Add to Marysville Area Jobs

By HAROLD HUSTON, BILL WEEKS,
BILL METTZ, ERNIE SUTTON

MARYSVILLE—Crews of U. S. Public Health Service, of Washington, D. C., and California Health Department spent seven days in this district during August measuring density of dust, decibels of noise and other physical and psychological factors affecting Operating Engineers on the job.

The tests also measured heat; however, here's where the co-operation failed . . . the weatherman turned a "cold shoulder."

However, before the health crews are finished taking their readings in California, we feel sure they will come across interesting statistics of how the elements affect our Brothers.

Local 3's goal is to have the safest working conditions on small as well as large jobs, in addition to the economic benefits.

We feel sure the visitors making the survey appreciated the cooperation of Operators.

On another subject, Job Stewards and Safetymen have continued to aid immeasurably the Business Representatives, and to continue to have a strong union, we hope this spirit of cooperation continues with everyone "working on the team."

YUBA RIVER PROJECT

After long, often heated discussions, the directors of the Yuba County Water Agency adopted a resolution expressing intent to go to bid on the Bullard's Bar project this year.

This huge project, which will amount to approximately \$170 million of work for our Brother engineers, has been in the hopper for some time. A Senate appropriations subcommittee is considering \$500,000 of federally reimbursable features of the project will be completed by the end of the 1966 fiscal year. The Senate already passed a bill authorizing an eventual \$8.5 million in federal aid for the project. However, no appropriation

has been made. Funds appropriated by Congress as a federal contribution to flood control are paid as work progresses. It amounts to about 11 percent of the cost of the construction work done during the year for which funds are appropriated.

CANAL BIDS RESET

Bids for construction of Thermalito Power Canal are being re-advertised, according to the director of the State department of water resources.

The original contract advertisement was rescinded by the Department of Water Resources in order to issue an addition changing job specifications. Bids were scheduled to have been opened in Sacramento Sept. 1.

Work on the canal, which will divert water from the channel of the Feather River at the Thermalito Diversion Dam to the Thermalito Forebay and powerplant, is expected to cost \$5.5 million.

PENSTOCK JOB LET

Mechel and Pfeffer Iron Works, South San Francisco, was low bidder to supply intake trashracks and shutters for the penstock intake at Oroville Dam.

Mechel's bid, \$1,961,869.90 was more than \$600,000 below the Department of Water Resources estimated cost of \$2,576,399 for the project and consists of \$846,336 for stainless steel and \$1,132,183.90 for structural steel.

The intake structure is located in the left abutment of the dam and will let water from the reservoir into the penstock where it will then be carried to the turbines in the power plant to produce electrical power.

The job includes furnishing, fabricating, and delivering approximately 72,000 square feet of stainless steel trashrack and twenty-six 40 by 44 foot control shutters. Using stainless steel in fabricating the trashracks is a

new concept in this type of operation.

THERMALITO POWERPLANT

The first of more than 135,000 cubic yards of concrete was poured last week by Guy F. Atkinson Co., contractors for the construction of the Thermalito Powerplant. Work has consisted mainly of excavating a 130 foot deep pit in lava rock along Grand Ave., in Thermalito. The powerplant will house four generators producing 115 megawatts of electricity to be sold jointly with power produced at the underground powerhouse at Oroville Dam. The concrete poured last week was for the back wall of the plant.

The company is using two giant "whirly cranes" with eight cubic yard buckets pouring concrete into the deep excavation. The powerplant is being constructed at the base of the Campbell Hills in Thermalito and is located at what will be the north shore of the Thermalito Forebay. Generators at the plant will have a two-fold purpose — power generation and pumping water into Lake Oroville for re-circulation through the powerplants.

WORK ENDS ON YUBA JOB

A 2.7 mile section of Marysville Road in the Oregon House area damaged by winter storms, is completed. It was widened and a new bridge built over Oregon House Creek at a cost of \$287,000. The west side connects with a relocated section around the north end of Merle Collins Reservoir. At one time the road was the primary route between Marysville and the northern mines by way of Browns Valley, Oregon House, Dobbins, Log Cabin and Camptonville. It is now part of the Federal Aid system to upgrade important county roads. Gravelle and Gravelle was the contractor employing many Brother Engineers.

SOUTH FORK BRIDGE

The Rothschild Raffin &

Weirick Co., of San Francisco and Piombo Construction Co. joint venture won the bid for \$2.7 million to erect a 1000-foot bridge across the South Fork of the Feather River, near the town of Enterprise.

It is the first phase of relocating the Oroville-Feather Falls Road. The present roadway will be inundated by Lake Oroville when the Oro Dam is completed.

Piombo is currently working on the "X" line, relocating the southern portion of the Oroville-Quincy Road to connect the suspension bridge high above the Middle Fork of the Feather.

Langenfelder Co., clearing brush in the same area, has completed about 10 miles of shoreline of the new Oroville Lake. There are about 170 miles of shoreline clearing to be done. There are 20 new brush cats expected by the company shortly to add to the 14 already there.

Work on the South Fork bridge should start shortly, with completion set for November, 1967.

NEW JOB AT SUSANVILLE

Crooks-Harms, of Fair Oaks, submitted a low bid of \$2,176,868 to improve 8.2 miles of Route 36, between one mile west of Devil's Corral and Main Street in Susanville. Plans are for grading and paving with asphalt concrete. The western half of construction will be on improved alignment as a two-lane expressway with provision for future widening.

A 285-foot three-span reinforced concrete bridge is to be constructed over the Susan River.

CHICO HIGHWAY

A \$147,000 highway reconstruction project started on Highway 99 in Chico north of the Esplanade by A. Teichert & Son, Inc. Present two-way traffic is shifted to temporary lanes to the east. A 1.3 mile section between Lindo Channel and Shasta Avenue will be widened from

BLOOD BANK

YOUR BLOOD MEANS LIFE OR DEATH! We request all the brothers and their families to try to make an extra effort to donate a pint of blood to our blood bank as soon as possible.

We have had many requests from members and their families for blood to save lives. Blood can be given at the following times and places: Marysville Elks Club—second Tuesday of each month. Hours are 11 a.m. to 1 p.m. and 2 p.m. to 6 p.m. Chico center is at 169 Cohasset Road and is open for donors every Monday afternoon from 4:30 p.m. to 6:30 p.m. Appointments should be made by calling 343-6071.

two to four lanes. The project will be finished within three months. After the third unit of the Chico freeway is completed next year, eight miles of existing Highway 99, including the section now to be widened, will be relinquished to local agencies. Teichert's contract to resurface 24 miles of roadways in Sutter and Colusa counties is complete.

SIERRA ROAD

Granite Construction Co., of Oakland, started repairing highway slopes eroded or seriously damaged by last winter's floods. The \$839,000 contract includes 22 repair locations.

Traffic on Highway 49 in western Sierra County is limited to one lane in short sections during storm damage repairs over a 30-mile section from a point near the Yuba County line to Salmon Creek east of Sierra City.

The restriction will be in effect several months and motorists are urged to watch for warning signs and flagmen. The Brothers are really enjoying this job with a little cooler weather than we have been having here in the valley.

WESTSIDE FREEWAY

Peter Kiewit Sons finished the excavating on the Orland-Corning section of the Westside Freeway. The 641 operators moved to the San Joaquin Valley to work on a section of canal. The subgrade crew has a few weeks to go.

The C.T.B. is the first order of business now on the Willows—Continued on Page 5



THE BANDWAGON—U.S. Public Health Dept. and State Health officials received their first glimpse of "big men and big machines" at Oro-

ville Dam complex, and they were over-awed at sight of the wheel (see next page) and its bandwagon and conveyor line speeding material to load-

ing stations at over seven miles per hour. Note operator of hopper in house at right above conveyor.

Redwood Empire Report

High Line At Casper Intrigues Brothers

DISTRICT NO. 10
By RUSS SWANSON and
LOU BARNES

SANTA ROSA — With most Brothers working, the main part of the "hunting" is for "deer."

There are many who take to the hills for their yearly supply of deer meat which has been coming in fairly steady since the opening of the coastal deer season. We realize this area does not bring out the "big Buck" but at least those of you hunting have been able to get your fair share of the smaller ones.

Now let's talk about the work because there appears to be a similarity in that most of the work in the area is considered in the "small" category just as the hunters have found the deer. As far as the "Big Buck" (in terms of money) is concerned we find a great number of Engineers who have worked considerably more this year than they have in the past and the paychecks have been greater because of long hours being worked.

Floods, which caused so much havoc for so many people, created numerous jobs which would not have been had there not been a flood.

Morrison Knudsen's railroad repair job from Willits north created well over 200 operating engineers jobs. Incidentally there are still a few employed on this project but for all intensive purposes the main bulk of the work is finished.

The project manager "Pinky Gard" is on his way to New York and then on to Peru where he is scheduled to start a sizeable project. Many thanks "Pinky" for the cooperation extended while working in this area and good luck in your new adventure.

We know that a number of engineers will be going to that Peru job but the only present information which we have is that the New York Company office will be taking care of the hiring.

Gordon Ball has been moving along very rapidly on their two and a half million dollar freeway job which bypasses Ukiah. The slip form paving crew clicked real well and the concrete is in which means the main portion of the work has been completed.

Granite Construction is working on rip-rap and road work north of Leggett on a fairly small project which should end this year.

Earl Parker and Gist Construction are showing much progress on their \$2.5 million state highway and bridge work near Casper. Two solid weeks were lost because of the pilebuts picket but everything is going strong now.

A highline has been erected (which is by no means of the same proportion as the one used at Oroville Dam but it is quite interesting to see in operation) in this area. Two booms each being 185 feet in height have been set up each side of the gully where the bridge will eventually stand.

A cable stretches out between these two booms and the various concrete pours and lifts are controlled electrically by operator

Cliff Comer who sits in a cab on the bank working mostly by signals. It's a very interesting operation so when you're in the vicinity make sure you observe it in operation.

ABSCO Paving appears to be very pleased with its new Barber Green Hot Plant which is set up and running near Kelseyville in Lake County. So far the material is passing specks with every thing being so automatic the batches are coming out quite uniform which fairly well pleases all concerned. (We are sorry to report that Brother Reginal Miller, who has been working at the plant as a mechanic, was injured while working on the conveyor. He is now recuperating at Lakeside Hospital in Lakeport with broken ribs and a dislocated shoulder. Reg knows it could have been a lot worse so is taking it quite well and patiently waiting for the bones to mend.)

Hughes and Ladd have just about sold their job at Boonville but presently are going right along on their state highway job near Kelseyville.

Joe LaMalfa has now reaped the profit of the harvesting of

his pear crop and once again can fully concentrate on making a profit in his construction operation. He is presently working on scattered overlay jobs in Lake county.

Huntington Brothers are on the finishing stages on road work located near Stewarts Point on Highway No. 1.

Syar and Harms and Ball have been given a commendation for the splendid way in which they finished the Steel Lane overpass job in Santa Rosa. Bouquets go out to Brother Ben Sandkulla who has been the project manager. Incidentally, their highway job located near Monte Rio is also going along quite well.

Arthur Sir, Wise and McGinty, Argonaut Construction, Reichold and Jurkovich, and Strocco Construction are all employing a goodly amount of operating engineers on varied projects such as state highway, sub-divisions and dam work plus the fact that they are quite active on the city streets of Santa Rosa.

Charles Chandler, Inc., is now using a few draglines along with the rubber rigs on channel work just west of Santa Rosa. Also on channel work is B and G Con-

struction and with weather conditions presently in their favor both contractors are working on a 10 hour and a 6 day basis. They know, along with a lot of other people that when the rains start there operation will be curtailed somewhat.

There are numerous other jobs in the area which have been reported on or will be reported on in the future. The rock plants are all in full production.

KNIGHTS VALLEY

We are somewhat sad over the fact the Knights Valley Dam project (anticipated to cost in the vicinity of \$166 million) has been stalled and congressional action will not be taken this year. It is our understanding that the House Committee on Public Works in Washington closed hearings on August 27th on public works projects without having received the Knights Valley proposal. Now it is too late for administration to present the project to congress this year.

As you probably already know, the congressional approval has been given so far as the building of Dry Creek Dam is concerned (about 43 million dollars) and

the exploratory drilling operations have fairly well been completed. However, we don't look for actual start of construction until the latter part of 1966 or the early part of 1967 so please don't all rush to this area as was the case in Oroville, for it is still too early.

BENEFIT BALL

The labor movement in general in the Santa Rosa Area is sponsoring a benefit Ball and the entire proceeds will go towards supplying an air conditioning unit for the pediatric wing of the Memorial Hospital located in Santa Rosa. Everything is being donated. The Musicians Local already has obtained the services of two 18 piece bands along with a Dixieland Combination. The El Rancho Restaurant and Motel are donating the space. The tickets sell for \$1.00 and everybody is assured of a real good time, especially knowing that all the money will be used for such a good cause. Incidentally this Ball will be held in the afternoon and evening on Sunday, October 10th.

BLOOD

Our blood supply in the Sonoma County Blood Bank is getting somewhat low; so if you have the time, try and make the arrangements (we will, if you ask) to come into Santa Rosa for the purpose of donating blood towards the Operating Engineer Blood Bank. Thank you.

South Fork Bridge Bid Let; To Start Soon

Continued from Page 4—

Orland section with paving to start early this month. The mechanics and oilers are going two shifts, and two good crane crews are hoisting material for structures.

Fredrickson and Watson Co. has a long way to go on excavating the freeway job at Willows. All top hands here and the work is on schedule. Lord and Bishop is doing the structure work. Brewer & Hess have a couple of months to go on their part of the import. Local 3 wants to thank these companies and our engineers for their cooperation in the recent tests being made by the State Department of Health in obtaining sound and heat data.

LEVEE & RIVER WORK

H. Earl Parker is progressing on the Sutter By-pass levee repair job with five engineers. Elmer Wendt has the Sacramento River bank protection job in the finishing stages between Knights Landing and Colusa. A. Teichert started a similar job north of Colusa. Teichert will import cobbles from Hallwood and rip-rap from a quarry on Spring Valley Road near Browns Valley.

Logsdon Equipment from Turlock is removing snags in the Feather River between Verona and Honcut Creek north of Marysville. There is more work to be let on the Feather and Sacramento Rivers later on this season. Some of it is debris removal and bank improvement.

A. Teichert keeps several crews going on small jobs around the Twin Cities. Baldwin is short of work in this area but manages to work a few engineers.

BEALE AIR BASE

Stolte, at Beale Air Force Base, has a crew of engineers on

the payroll; Bing Construction has the sub-contract to furnish aggregates and paving of parking aprons and taxiways; United Nations Constructors has all the underground work with eight engineers at the controls; Chicago Bridge and Iron finished the jet fuel storage tanks. The Capehart project is being held up resulting from a protest from contractors on the manner in which the job was let.

INDUSTRIAL REPORT

During August we have negotiated new contracts for many

shops in the area. The negotiating committee devotes long hours to secure the best contracts possible before submitting them for ratification.

We know this is appreciated by all the members in the various shops by the strong vote given to us for approval of the new contracts. Some of the contracts approved are: the New York Machine Shop, in Oroville; George's Contracting Supply Inc., in Oroville.

We presently are negotiating with Marysville Steel. Special meetings have been held with

equipment dealers in this area, including Peterson Tractor, in Chico, and Williams & Lane, in Yuba City.

We appreciate the constructive suggestions voiced by members, and assure you all of them will be forwarded to the negotiating committee of your union.

We would like to give all the Brothers who are working in the shops and plants a special invitation to attend the safety meetings held in this district.

New Twist In Housing

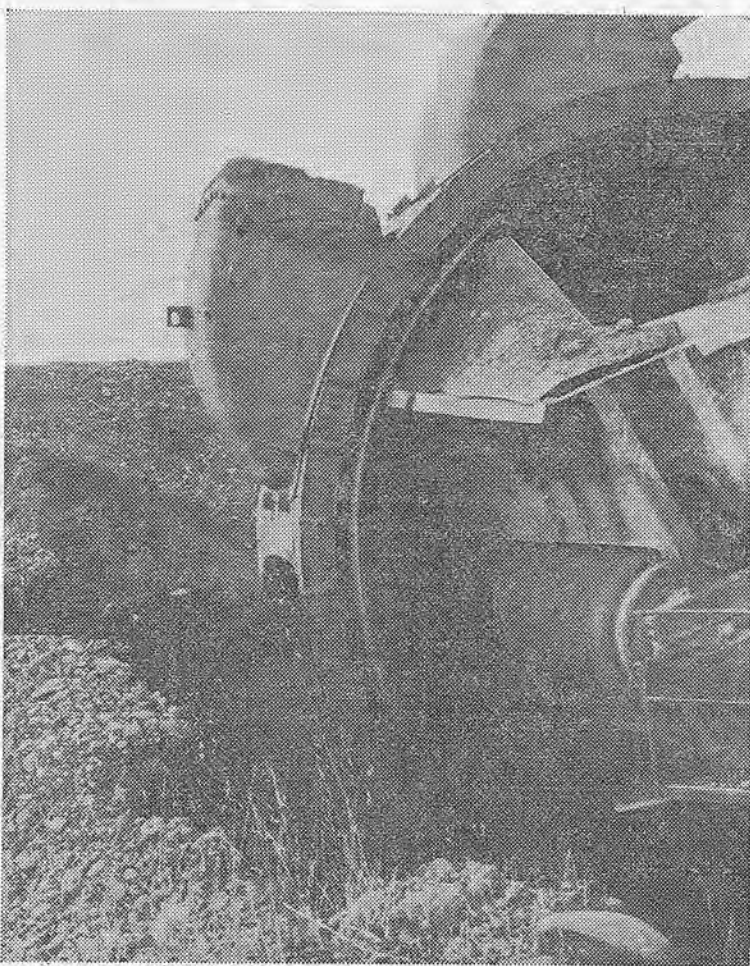
Some new features, and expansion of almost all existing programs, were included in housing legislation approved by Congress.

The major new program will provide rent subsidies for low-income families and individuals. The rent supplements for the poor will pay the difference between the full rent of an apartment and 25 per cent of the income of the family occupying it.

For example, if a family earns the poverty-level income of \$3000 and pays \$900 a year rent, the government will grant a rent subsidy of \$150.

The government will contract with private, non-profit sponsors for housing to be built or rehabilitated through this program. Over the next four years, it is expected 375,000 housing units for low-income families will be built under this plan.

Another new feature provides grants up to \$1500 in urban renewal areas for homeowners with income under \$3000 a year.



BIRDSEYE VIEW—No doubt a bird would never get this close to "The Wheel" at Oro Dam, and neither will the casual onlooker, so we captured this photo for our readers' benefit.

Tragedy Strikes at Hell Hole

Opening Bids for W-X Freeway, Sept. 22

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

SACRAMENTO — Bids on the remaining W-X street Freeway are scheduled to be opened by the State Division of Highways Sept. 22. Estimated costs run up to \$10 million, which will include the three-decked interchange at 29th street to channel traffic for the yet-to-come highway 50 freeway. The total will run from 16th to 29th streets.

Kaiser Steel and the Furin-Colnon companies, working on their portions of the W-Z freeway project, are rapidly working to conclusion. Kaiser has a few more girders to set in place while Furin will place the concrete deck shortly.

Stolte, Inc. has returned to full operation. The crew here was stymied due to the Piledriver's strike. The company is working on the Second-Third street freeway.

Traffic problems are giving Ball and Olson "fits" on both the Elvas freeway and Madison avenue interchange projects. Most of the "falsework" is up for the Madison overpass over Interstate 80.

At the County Airport, most of the heavy dirt work is complete, and F&W Co. is moving its rigs out of the area preparatory to cleanup and dressing off areas between the runways. Crews are hauling in import material for the freeway leading to the airport.

Preston Construction is starting on the underground work for F&W while Granite Construction Co. is supplying rock for the sub-base for the runways and taxi areas. A dragline is operating on the river above Verona snaking out the material.

A Reichert & Son, Inc., started on the road connecting Sunset Industrial Park, on Highway 99E with Sunset City which will provide access to Formica Corp.'s new plant in the industrial park being built by Stolte Co.

HELL HOLE COMPLEX

Tragedy struck this area Aug. 16 when heavy electrical storms set off a flo-gel charge that claimed the lives of three Operating Engineers running shovels below the dynamite area.

Dead are: Leo Steele, J. Reed Moss and A. S. Babich. We are all very sorry to see our dear Brothers pass, and extend our deepest personal sympathies to their respective survivors and friends.

Elsewhere at the Hell Hole Complex, Oxbow dam is coming along very rapidly; the crews are working above the river line with the concrete and should have no trouble finishing within the limits of the contract.

Interbay Dam is a little behind and has had stubborn terrain and rock to fight all the way. Long Canyon Tunnel downstream heading "holed through" and crews have started cleanup and the concrete.

If good ground holds, the crews in Brushy Adit should "hole through" this month, completing 28 miles of tunnel work.

The powerhouses should be in operation at the turn of the year on Hardeman's project. Crews are currently in the cleanup stage and all dams are complete.

Darkenwald, on the Drum Forebay dam and Harms Bros., have moved their spreads into the afterbay area. The job has a contract deadline of Oct. 15 of this year.

Brothers Carl Prince and Travis Fodge are project manager and General Foreman respectively for Lee Stephens overpass jobs.

SHOP AND PLANTS

Brothers employed at the Interpace Plant in Lincoln are very busy this time of year making concrete pipe to fulfill the customers demand. It looks like this workload will continue through the remainder of this year.

Arden Sand and Gravel Co. has erected two portable crushers at the new site in Folsom. This will be where the new plant will be built and in full production sometime during spring, 1966. The older plant at Carmichael will remain in production also.

Sierra Bit & Drill, of Roseville is keeping the Brothers extremely busy repairing air tool equipment. If this pace continues, they may be busy through Winter months. The Brothers in the steel shop are also very busy.

Mother Lode Gravel Co. at Folsom has a large contract to deliver cables to various job sites throughout this area. The Brothers have plenty of work to do for Mother Lode.

We are very happy to report

contracts covering pipe plants in this area have been settled and ratified by a large majority.

Contracts have also been reached with the Bruck Yards and several of the independent equipment dealers.

Pruss Sand and Gravel Co., at Meadow Vista, is in the process of erecting a new plant, which should keep some Brothers fairly busy.

POLLACK PINES

Gates & Fox was low bidder on the 1200 ft. shaft at Loon Lake. Work will start soon and should make some Brothers happy because it is a subsistence job and there is an oiled road most of the 42 miles from Pollock Pines.

A four mile tunnel and underground powerhouse will be let for bid later.

Granite Construction Co. finished its freeway job on Hwy. 50, and is moving out the equipment after building a beautiful freeway along Pollock Pines eight miles long.

Kuckenberg & Fadel Construction Co. is working a number of Brothers on highway jobs.

Brighten Sand and Gravel is furnishing the gravel and putting down black top on the Kuckenberg job. Another freeway job will be let east of Bass Lake to complete all freeway work from Sacramento to Riverton.

Harms Bros. Construction Co. is making good progress on Highway 50 east of Kyburz, widening the road in several places and

resurfacing it to the summit.

Bennett Murray Co. was low bidder on a clearing and road job at Gurley Creek. At the White Rock Tunnel job the men are boring 67 ft. or more daily in the 26 foot tunnel. The ground has been a little "blockie," but they are using plenty of rock bolts. At Iowa Canyon inlet, water from the American River is being diverted to the diversion tunnel.

Gates & Fox is well under way on the keyway of Slab Creek Dam. Walsh Construction Co. will put up two big cranes to pour the Slab Creek Dam. This structure will be over 200 feet tall and over 200 feet long.

A. J. Ingwersen, foreman for the Fadel Construction Co., was injured in a car accident and was taken to the hospital for treatment. He will be off work for a few weeks with broken ribs.

We are holding mail for the following:

M. L. Acklie, Frank C. Beams, James E. Bell, Richard Benson, Dave Eyrerum, Roger Caldwell, D. Carrell, J. K. Carson, James H. Clark, W. C. Cole, George Colson, I. M. Copelin.

C. W. Dayton, B. Delsman, A. E. Dollings, E. D. Dornan, Vic Esper, T. R. Fields, James L. Followell, W. V. Francis, R. J. Glover, W. Goatcher, G. Grosvenor, L. R. Harris, W. Henson, O. S. Hicks, B. L. Hiland, W. J. Huckins.

T. H. Jackson, C. Jenkins, Bob Jinkerson, Ferris Johnson, J. D. Kanawyer, E. King, H. R. Knoff, John Arnold Moore, Harold Moore, C. M. Moritz, Chick McGinty, J. McGuire, A. C. McKnight, Blythe Pierce, Howard K. Ralston.

Arthur Sanders, Cecil Schrader, W. Selleck, J. M. Sellon, George Shea, H. Shuker, Jr., F. J. Soboski, U. G. Sorenson, R. E. Swartz, Robert L. Wagon, Charles Webb, G. Wilson, R. L. Wilson.

Valljeo Reports Work Holding; More to Come

By AARON SMITH

VALLEJO — If you have driven Interstate 80 (highway 40 to Californians) from the Milk Farm down and have been caught in heavy traffic in the Gordon Ball, Syar and Harms freeway widening project, cheer up; the work here should be completed before the Winter rains hit.

The Pomeroy-Gerwick Co. employs operators at three important Vallejo and Benicia projects: currently, the Brothers are driving pile at the site of the Sears Point high level bridge, north of Mare Island entrance and on the Marina Vista seawall. In Benicia, the company has a dock project near the arsenal.

THE 'GHOST FLEET'

On another subject, the past month has witnessed several cargo ships of the "Great Ghost Fleet" removed from the Carquinez Channel where they are taken in tow for de-mothing in San Francisco and Oakland Ports preparatory to re-commissioning for use in the Viet Nam war zone.

The Benicia-Cordelia Freeway project is booming along with Lew Jones Co. working the structural phase; Darkenwald-M.K. making sub and finish grade; Industrial Asphalt Co. handling paving and Westbrook lending an assist to Darkenwald-M.K. on finish grade work. The project is nearly 66 per cent complete.

On the Uliatis Flood Control project, several Brother Engineers are on the payroll of Wilmoth Construction Co.

MORE WORK COMING

Joe Richards Co., of Rio Vista, has had a good year in construction in Solano County, and many Engineers have had steady employment. Presently the Engineers are excavating for the expansion of the Napa Sewage Disposal plant. The Ernest Pestana Co. is doing the underground work.

Boardman Talks On Disability State Program

Al Boardman, recently named commissioner on the Industrial Accident Board of the state of California, made his first public address this week in San Francisco before Industrial Claims Conference membership and explained the newly adopted compensation law.

He pointed out that everyone, doctors, attorneys and insurance companies "gained something," while labor's interests "gained" the "right of administrative power" and a program of rehabilitation where disabling accidents occur.

Labor did not receive gains in the \$52 weekly permanent disability, nor improvement of the current \$70 weekly stipend for temporary disability.

Charles Hickerson, of Argonaut Insurance Co., chaired the meeting flanked by Boardman and Local 3 Safety Representative Fran Walker. Also attending were Financial Secretary Buck Hope and Representative Whit Whittaker.

Auburn Dam, Canal Given Okay After 25 Years of Planning

The Auburn Dam-Folsom South Canal addition to the Central Valley Project, long advocated by U. S. Senator Kuchel, received final approval from Congress when the Senior California Senator pushed through the Senate a House-approved bill giving legislative authority to build the \$425,000,000 American River storage-power-flood prevention works.

As the climax of a drive dating back nearly a quarter-century, Senator Kuchel obtained unanimous passage of the bill authored by Representative Harold T. (Bizz) Johnson, of Roseville, a measure identical to one he had reported earlier from the Senate Interior Committee. This was the first time the much-discussed legislation ever passed either branch of Congress.

Senate action followed Kuchel's description of the conservation-electric generation undertaking as a "gilt-edged" investment and told his colleagues estimated benefits are valued at the "unusually high" ratio of 3.6 times each dollar of cost.

As ranking Republican on the Senate Interior Committee, Kuchel three times managed to have legislation for the comprehensive works put on the Senate calendar.

The measure is awaiting President Johnson's expected early signature is a major refinement and expansion of proposals of which the Senior California Senator was either author or co-sponsor dating back to 1954.

Altogether six separate bills with Kuchel's name have been studied in the Senate during the past decade. Senator George Murphy was a co-sponsor of the version Kuchel introduced and had reported this year.

The Kuchel-Johnson bill contemplates a reservoir holding 2,500,000 acre-feet of the American River, a power plant initially producing 240,000 kilowatts and capable of being expanded to generate 400,000 kw, and appurtenant distribution and delivery works serving portions of nearly a dozen counties. Water from the development will be used as far away as Stockton.

Kuchel obtained approval of the legislation from the Senate Interior Committee after strong Arizona objections to building any more California water projects were overcome through efforts in which he played a leading role to perfect a plan to build the controversial Central Arizona Reclamation Project using Colorado River water.

As a result of his persistent campaign, there were no objections raised in the Senate during final Congressional deliberations.

How soon actual construction may begin is conjectural. However, the project—which is designed to supply ultimately the greatly-desired Eastside Canal system and now has been broadened to deliver water to the Forest Hills Divide area and serve nearly 400,000 acres of farmland primarily in Sacramen-

to and San Joaquin counties—has high priority.

Since the legislation was unreservedly backed by the Johnson Administration, there is hope initial money for advance engineering and design work may be sought at the 1966 session of Congress.

The Auburn dam will be linked with other elements of the Central Valley Project and will supplement Folsom Dam in providing flood control and storing water for agricultural, municipal, and recreational uses. The first formal proposal for its construction was made to Congress in 1948. Kuchel noted that interest payments on portions of the cost for power production and municipal water delivery will run to more than \$147,000,000 and the Federal Government eventually is expected to receive \$452,000,000 which will be available to assist in developing additional repayable project additions to CVP.

Following the Senate's approval, Kuchel remarked that "These works now are well on the way to becoming realities, filling a great need which has mounted tremendously during the time they were being conceived and legislation finally was perfected.

An appropriation to meet the cost of preliminaries to actual construction must be provided at an early date and I shall do my utmost to see that it is forthcoming no later than the next session of Congress, earlier if possible."

New \$3 Million Medical Science Building

Piazza Paving has Stevens Creek Rd. all torn up at this writing. They are working on their six lane project from Lawrence Station Road to Highway No. 17. They are in the finishing stages of the Saratoga Ave. proj-

Jasper Construction's Court House job is still in the sub-grade stage with Parrish Bros., of Stockton, drilling piling. Cleveland Wrecking is cleaning up the demolition job. The

The tallest office building between San Mateo and San Jose will start next month on the site at California Ave. and Page Mill Road in Palo Alto. This will be a \$2 million project and will be

Harms Bros. of Sacramento was low bidder for reconstructing and resurfacing 3.6 miles of roadway between Hollister and

Granite also came up with the contract for the parking lots in Gilroy. These lots are on N. Egleberett St., between 4th and 5th, and are behind the existing buildings facing Highway 101. The Company was low bidder on the Gilroy Street repair work. Due to existing daytime traffic conditions, all work will have to be done at night.

Eureka in Full Swing to Beat Weather

Thomas Construction Co. picked up another job in the area — removal of remaining portions of the flood destroyed suspension bridge across the Klamath River

Silberberger Construction Co., of Vista, will be moving in on the newly awarded Eel River

All work on the Smith River, which consists of four different contracts, are "trying to beat the rains," Granite Construction Co. moved onto its job and other contractors are having traffic problems with the summer tourist.

Moving on down to Klamath, Granite Construction Company completed its portion of the job in this area, Fredrickson and Watson is putting down CTB and will be laying blacktop very soon. C. K. Moseman has a crew working on the bridge, two truck cranes and a batch plant, and doing a very good job.

Over in the Big Foot Country—Hoopa, Weitchpec and Orleans—the work is about the same as in Gasquet. Thomas Construction Co. is going full speed on the job at Hoopa, with six locations to repair; V & R Construction Company has dirt to move for Fruin & Colon at Martins Ferry; Mercer-Fraser has a good crew working around Orleans repairing storm damage.

At Redwood Creek, Granite Construction Company is finishing with CTB and has begun to lay black-top. This job will be winding up in the near future. Down Bridgeville way, Baldwin & Warren is going full speed on the job with a short time limit.

Jack Campbell is moving in on the job at Ruth Dam. This job has a 90-day time limit, they have a good crew that knows how to move rock.



Retroactive Checks Ready

Weather Dampens Operation, Not Spirit

By TOM ECK, ED DUBOS, LES CHAPMAN

REDDING — This month's report from the Redding area is very much repetitions of last month's issue. All projects running normal for this time of the season.

Some unusual rains have dampened a few of the operations for a day or two. We have dispatched quite a large number of Brothers this last month and some classifications are scarce from time to time, while others seem to be a surplus.

Mechanics and Welders have been staying stable with not much turnover, and a few good "A" HDRM Welders still waiting to go, not very much Shovel work this year either and consequently a surplus of this type open. Shortest of all seems to be Grade Setters and Head Chainmen as of this writing.

All jobs should go good now until the rains come once more.

Granite Construction Company is now making good progress on Iron Canyon Dam. They had a hard time getting in high gear—but the Brothers are working two 8-hour shifts 6 days a week, which makes for a fat pay day.

This job had a very unfortunate fatal industrial accident in August. A Grade-checker was run over by a 632 scraper. The bigger the equipment the more blind spots it has, so if you are on foot make sure you are where the equipment operator can see you.

Peter Kiewit & Sons' has the McCloud Dam right on schedule and should finish the first week of October. There will be several months of clean up and minor road construction and repair after the dirt and rock is all in place on the dam.

Ray Kizer is working the Brothers overtime in an effort to complete the Highway 99 job this year. The company is saving the rock portion hoping it may be worked after the rains start. Being an Oregon contractor he should know about rock and rain!

Hughes and Ladd is pouring concrete on the Mears Creek culvert and they expect to finish within six weeks.

John Gist has all the steel up on the Sacramento River bridge at Dunsmuir and will start pouring concrete this month. W. H. O'Hair has about half the dirt moved on this job and will finish next month. O'Hair's hot plant in Mt. Shasta has been in full operation for some time now with many country roads to be resurfaced.

Chas. T. Parker Company of Portland, Oregon is going all out on the transmission line that runs from Malin, Oregon to Indian Springs, California. This job will run until the snow gets too deep.

Fred Drayer has the other half of the Parker transmission line which runs from Indian Springs to the powerhouses near Round Mountain. Fred says he is going to work all winter. Let's hope so, although a lot of snow falls in this high country!

Wiechmann Construction Co. started paving on the Lookout Road job north of Canby. Although they had better hurry as they have a little more rock to lay and the snow may catch them.

Souza Brothers has just about finished up in Likely. M. W.

Brown is still paving on this job.

Paselk and Young still have the hot plant at Tulake in high gear. Paselk says it will stay that way until the rains this fall.

R. R. W. and Piombo at Pit No. 7 is still working, but under very trying conditions.

By the time you read this, Morrison-Knudsen should be finished with the channel excavation at Pit No. 6.

Pit-McCloud Aggregate Producers are still keeping a few of the Brothers busy.

S.K.M.M. is working two shifts on Portals 4, 5, 6, & 7. This is very easy to write—but try the roads between Pit-McCloud Aggregate Producers and Portals 4 thru 7! A car doesn't make a very good hood ornament from those gravel trucks. Several of the Brothers can verify this statement!

R & W Construction Company is working six days a week and 11 hours a day. The fellows are real happy with their pay checks. This job is suppose to last a year, but the hours the Brothers are working make the Supervision think they will finish this fall. This job is on the Klamath River road between Seiad and Happy Camp.

Hughes and Ladd and Gibbons and Reed is now spread out from one end to the other on their 62 miles of paving and rip-rap along the Klamath River. W. H. O'Hair has moved their rock crusher in to help out on this job.

Peter Kiewit & Son has the dirt moved and most of the rock layed on the highway 99 job at the Oregon border. Fredrickson and Watson will do the concrete paving and A. W. Young and Son will take care of the asphalt paving.

Morrison-Knudsen has everything under control at the Iron Gate Dam at Hornbrook—they should get their 80,000 concrete poured easily before fall.

Fredrickson and Watson is laying the C.T.B. on the roads and have started their cement work from north of Red Bluff thru to the south end of Red Bluff. They are also setting up for the rest of their freeway to Corning where Peter Kiewit & Sons' will join them. They have approximately 40 Engineers working and soon will have more as they have started the canal job from Thomas Creek to Stony Creek.

Ferry Brothers are about 95 percent completed with their job and should be out of Redding by the end of August (they hope). They still have 14 men who will be on the "Out of Work" list in another week or so.

Gordon Ball is about 95 percent complete and moving out their equipment every day. They have had a large number of Brothers working on their freeway job running through Redding. They are down to 10 Brothers working at the present time. We understand they are moving down south, some to Colinga on a canal job and some to Danville.

Norman I. Fadel working on the Anderson Freeway is about 50 percent completed—they are suppose to finish May 1966. They still have a bridge to build over the railroad in order to haul their fill to the other side, and they still have over a million yards of fill to haul. To date they have moved about 800,000 yards—this was done on a 5-day 8-hour work week.

Valley Engineers at Corning have had several water problems but are still going great guns—they are 50 percent completed—and the rains we have had the past week haven't helped much.

Valley Engineers are going full tilt on their water project in Redding with 23 Brothers. The Brothers are only working 5-8's and are approximately 47 percent com-

pleted with this job. Bud Cox is pretty foxy—he worked all the low spots before it rained—leaving everything in good shape when it did rain.

A. Teichert & Son have four sub-divisions going in Redding, street improvement, sewer jobs, 2 schools, 10 private jobs, 1 overlay in Trinity County and numerous other small jobs around. They are keeping 20 operators quite busy.

Who in the world would think it would rain in Redding as hard as it has—in the month of August. As the old timers say—it is most unusual weather—but then I remember many remarks in California. It is always most unusual weather—it's either too hot, too cold or too wet.

The Redding office is holding retroactive checks from Peter Kiewit Sons' Co. for the following members:

J. V. Brown, G. A. Broba, L. A. Dailey, J. B. Hammer, J. E. Johnson, S. B. Crandall, B. A. McCarty, J. E. Trisdale, T. B. Riley, E. P. Shaw, W. R. Hightower, G. D. Boggs, J. C. Thorp, O. E. Ellis, F. R. Kenyon, L. W. Nelson, W. W. Low, A. P. Paulazzo, T. N. Grigsby, H. W. Krigbaum, W. C. Preston, T. B. Shannon, D. N. Tenney Jr., D. Markt, J. W. McIntyre, O. W. Hard, H. V. Stone, L. L. Bigham, T. E. Carson, E. E. Phillips, R. R. Smith, F. Terry, N. E. Yocum, P. Whitehurst, E. Gibbs, L. H. Hayes, J. R. Holbrook, J. H. Lansdale, M. E. McKinney, B. D. Modrell, R. R. Ritzenthaler, R. C. Smith, P. Thompson, B. L. Fish, G. E. Nelson, K. I. Soder, D. G. Jennings, A. D. Shepherd, B. Smith, J. B. Nichols, J. Lell, T. W. Hill, R. J. Estes, E. Davis, A. S. Moorehead, O. N. Hodges, I. R. Pierre, R. L. Stevenson, T. W. Stroud, J. S. Martin, R. C. Westmoreland, W. Stanton, J. W. Mitchell, B. L. Sirokman, G. H. Vickers, B. J. Henson, J. A. Brady, F. P. Smith, P. Law, J. P. Paulazzo.

The Redding office is also holding retroactive checks from Norman I. Fadel, Inc. for the following members:

W. A. Asher, J. Benneau, G. M. Barnett, E. W. Boren, W. F. Barnes, G. A. Borba, S. E. Davis, G. L. Drummond, L. A. Everett, E. N. Felstet, P. F. Gault, L. L. Harvey, I. C. Hamilton, N. J. Hawker, A. W. Lampley, J. N. Lambert, C. I. McRoberts, R. C. Oney, R. E. Rodgers, D. L. Reed, J. M. Roth, C. Ridling, E. W. Sirokton, H. R. Simonis, W. N. Stanley, K. I. Soder, O. E. Tolla-day, F. B. Withers, A. Whitson.

Tahoe Airport. They have six of the Brothers on this project.

Robert Gebhard Company is working on ski lifts at Squaw Valley and the new ski area on Donner Summit. It will be called Boreal Ridge Ski Area.

Teichert and Son have work at Round Hills, Pioneer Trail, and Tahoe Paradise at the South end of the Lake, Tahoe Tavern and Panorama Estates at the North end. In Carson Valley, TAB Construction is working on sewers and water at Gardnerville Ranchos. Isbell Construction has two bridges to put in on this job. These bridges will provide access from Highway 395 over the Carson River to the subdivision and golf course.

Cabildo Corporation will start their 17 miles of 8" gasline the first of September. This line will run from Empire, Nevada to Incline Village, Nevada. Elevations run from 4500 feet in Carson Valley to over 9,000 feet at Mount Rose and then down to 6,200 feet at Lake Tahoe. Brothers Bud Jacobsen and Gray "Frenchy" Asparan will do the pioneer work on this job.

Accidental Deaths Cause Concern in Safety Program

By DALE MARR,
FRAN WALKER
Safety Representatives

Despite the cautioning and preaching we do in an effort to help our Brother Engineers stay out of accidents, last month seven industrial deaths were reported!

This is the highest total for one month in several years.

However, perhaps its like police and National Safety Council warning motorists to use caution and courtesy in driving over these long weekend holidays in which the carnage on the highways has been shocking.

We have said before, and many times, but we feel it is worth repeating again: accidents don't always happen to the next guy. Also, accidents happen most frequently while an Operator is doing a normal, routine chore. It also happens when you are careless or become impatient, or let outside matters fog your good judgement.

Here are a few of the case histories of recent accidents which resulted in death or injuries severe enough to cause disability for awhile:

Case One: Operator of a scraper stopped his rig, dismounted to talk to the foreman. A grade checker stepped in front of the rig to do some checking. The operator climbed back on the rig, twisted its tail and took off, crushing the grade setter who was hidden from his view.

Case Two: This, actually, involved two separate accidents, but in each instance it involved rollers. On the one hand, an operator was going downhill on a 15 per cent slope. He lost control and apparently tried to "bank" the roller. It flipped over—result: a death. The other roller, in another area, was working black top, got too close to the edge of new fill. The roller plummeted 300 feet down the soft slope, killing the operator.

Case Three: Beware of falling objects. A Brother was "hunkered down" on the edge of a bank. A rock rattled down, hitting him from behind, crushing his leg, breaking the shoulder and other bones and causing a lengthy stay in the hospital.

Another Brother, while clearing a right-of-way, on a D9 Cat dozer, came head to head with a tree. While attempting to maneuver around, a limb fell 100 feet killing him. Note: there was no protective canopy on the rig! Why did he attempt the job without protective equipment?

Brothers, take it from us—keep your head and wits under control and live a little longer. Don't become another statistic and case record. Don't learn safety by accident!

WORD TO-WISE

One day a lion came upon a bull wandering in the jungle. He pounced upon the bull, killed him and ate him. He felt so good afterwards that he began to roar. He roared so loud a hunter heard him and came into the jungle and killed the lion.

Moral: When you're full of bull, keep your mouth shut.

HIGH FINANCE

It seems that every time you are about to catch up with the Joneses, they re-finance.

Nevada Apprenticeship Okayed

By NORRIS CASEY, GAIL BISHOP,
JACK BULLARD and BOB VICKS

RENO—The work picture has improved somewhat here in Northern Nevada since the last writing. Most of the big work is in the Eastern region of the State, but we do have considerable work here in town. Isbell Co. finished widening South Virginia St.; under severe traffic problem and had to first re-route tourists. Just about anywhere you look in town, you see jobs being done by the Robert L. Helms Co. This firm has the city contract for street work and has crews working all over.

The greatest of news for the Nevada area is approval of the Apprenticeship program. Considerable effort was devoted by Business Manager Clem, the Officers of your Local Union and the California Apprenticeship administrator Denny O. Dees. We are very happy with the response we have received from the local contractors. They have given us much of their time to work this out and, of course, we will have to ask for more of their time as we go on.

Brother Leslie E. "Red" Warren is the Apprenticeship coordinator for Northern Nevada. Brother Red has served for the past few years on the Executive Board of your Local Union, is a resident of Nevada, and worked here most of his life.

We feel he will do an outstanding job in this position. We wish to state also that the young fellows in Nevada should come by the office if they are interested in this program and fill out an application.

Too much rain in the mountains is the Sierra story this month. For about three weeks, all we had was thunder, lightning and rain. It cost most of the members several days work although a few made it back in overtime or road work repairs. All in all, it made this August one of the poorest in years.

Martin Brothers at South Tahoe, are about finished on the high school job. Harms Brothers finished their Highway 89 job. They still have work on the summit of Highway 50. Northrup Construction is working on the

San Rafael to Repair 101; Many Small Jobs

By JIM JENNINGS and AL HANSEN

SAN RAFAEL -- Work in the north bay area is holding up very well and our out-of-work is down which is the way we like to see it with all our men working.

E. A. Forde, of San Anselmo, was low bidder on repairing of Highway 101 north of San Rafael viaduct to Puerto Suello Hill, a distance of slightly more than a mile. Amount \$87,166.36. The awarding of this contract will be given by the time this goes to press, and work to start within four weeks after contract is awarded, and should be finished four months after some starts.

H&H Construction has a new job—the Mission 66 project out at Drakes Beach, a total of \$500,000. This should keep the boys on this job pretty busy.

Freeman Paving has a job at Lucas Valley, after completing the Harbor Pt. job. According to Brother Norman Hamnes, he has a good crew of operators.

Soiland Company has a job on 2nd St. in San Rafael at the present time—Ghilotti Bros. is also at this same location.

B&C Company, and Jacobs Brothers are at Strawberry, Harbor Pt., where Freeman Paving was working. This is for Eichler Homes.

Piombo Bros. has a new job started at San Marin, with six or seven operators, completion date is about September 14th, about 40,000 yds.

Victor A. Nielsen, Inc., is at Tiburon Knolls with a good crew of operators.

Luhr-Wendt has Bel-Marine Keys going full blast with two shifts on their dragline operations. Elmer G. Wendt, at Bahia job, is working a good crew. This job is of a considerable size.

Allstate Equipment at Hamilton Field with a good crew and should be at this location for quite some time.

Nelson Equipment at Kaden Park in Novato doing a small job.

Williams Construction is still at Strawberry Town & Village at Mill Valley—this job is really shaping up, and is an asset to the area.

Connors & Ritter have a job at Pleasant Valley School in Novato at present—these boys are really hustlers!

Coxco still pretty busy at Scottsdale subdivision in Novato—from there they have a job in Santa Rosa area.

Marin Storage & Trucking doing a job at McGraw Hill building at Novato—manage to keep a crew of Truck Crane Operator-Oiler and also their Drill Rig crew busy.

Larry Clontz, Jr., of General Trenching Service has two backhoes busy at present.

The school job at the site of Red Hill School in San Anselmo has gotten underway—L. Cima at present on this project, also Bill Miller from San Jose.

Maggiore Ghilotti & Madsen keeps a good crew of operators pretty busy—they are all over the county practically.

Hub of the Peninsula

Negotiations Take Time, Lots of Patience

By BILL RANEY and MIKE KRAYNICK

The San Mateo Creek Bridge job at Crystal Springs Road and Skyline in San Mateo is progressing well with many of the foundations in for the concrete piers.

Dan Caputo is the "general" with Giordano doing most of the heavier dirt work. Kaiser's high-

line is not yet ready to set up for the big pour of concrete.

Engstrom and Nourse are finishing up the \$10 million garage at the airport and casting about for some of the smaller projects

on the San Francisco Airport.

Guy F. Atkinson's Junipero Serra Freeway job is slowly gaining momentum. Heim Brothers, doing the clearing, and numerous small subs are roaming the project. Guy F. Atkinson recently picked up a \$2.5 million job building a new city hall in Daly City.

Our apologies—We did not get our last month's newspaper copy in before the deadline, so no article last month.

Brother Allen Tierney has been in Peninsula Hospital.

Brother "Pop" Shouse is home for awhile now after a serious illness.

Brother Walt Durkee "abandoned ship" just in time to save his life when his crane went the "deep six" on Holmes Redwood Harbor job. He broke five vertebrae but is up and about now.

Brother Francis Vennetti is (or was) unconscious for several weeks in Mills Hospital as a result of an overly watered haul road that caused him to lose control of his scraper on the San Mateo Creek Bridge job. Here again a seat belt would have saved him.

The grapevine tells us that the "red" iron is help up on the San Mateo-Hayward bridge because Kaiser has not completed its new 500-ton barge crane to do the heavy erecting. However, Cortel-you and Cole are manufacturing and placing heavy concrete barrier strips on all of the recently completed concrete sections of the bridge.

Miles and Son, under supervision of Brother Dan Wilson, is moving ahead on the fill job at Redwood Shores in Belmont.

Nick Ratkovich is "supering" the AAA Construction Company job of filling Mariners Island. This is in a northwesterly section of the Foster City site. This is just the beginning of a \$200 million project.

Fisk, Firenze and McLean are rapidly finishing the heavy work on their Bayshore freeway work and seem to have dozens of smaller jobs all over the county.

Arthur "Buzz" Haskins, besides his regular accounts, is doing heavy work at Serramonte and just recently started a levee a Burlingame.

Bragato seems to pick up another million dollars or so of work every week, mostly at Foster City.

Guy F. Atkinson was recently awarded the San Mateo-Hayward Bridge approaches at Foster City for about one half million.

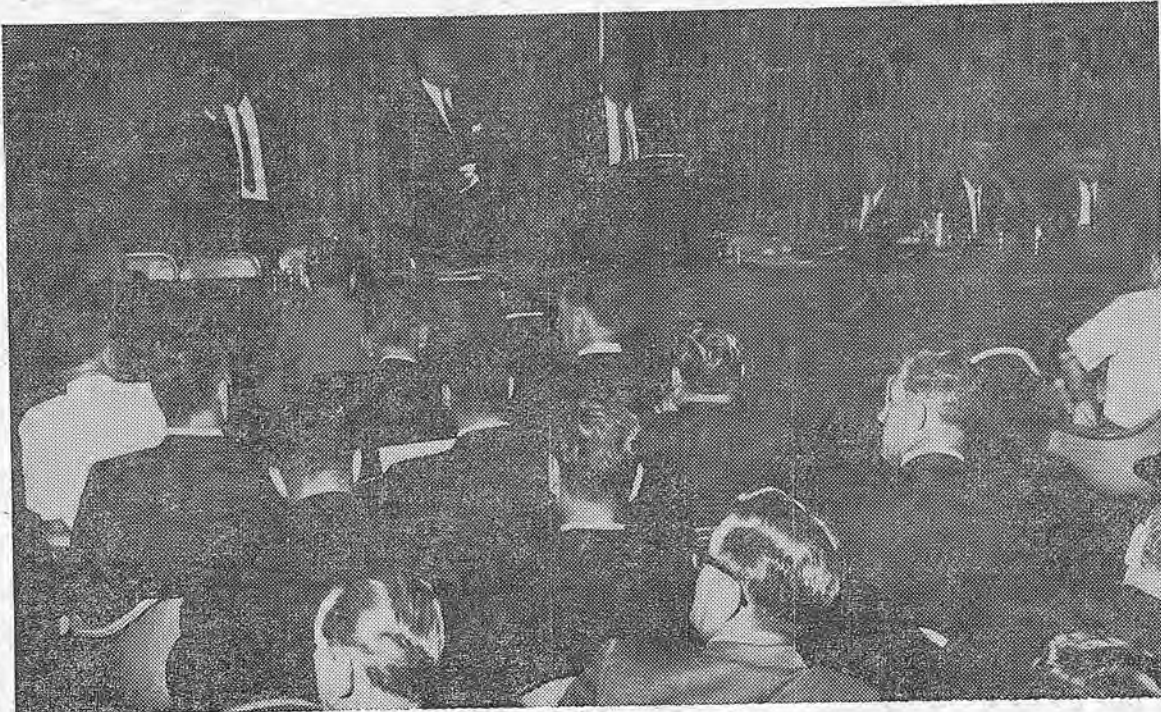
After somewhat of a lull in this area, L. C. Smith is picking up a number of one-fourth-million-sized jobs all over San Mateo County.

Granite Rock will furnish the asphalt for Fisk, Firenze and McLean's freeway job and plan some sparatic double shifting of their Redwood City plant.

Skyline Blvd. is becoming one long construction site with dozens of constructors moving water lines, pioneering, grading for numerous highway improvements.

Jack Wood has a one-million-cubic-yard job in the hills back of San Carlos as well as many of his rigs rented about the state.

The next semi-annual blood bank day is scheduled for October 9.



MEETING—Business Representatives, Apprenticeship Coordinators dispatchers and Local 3 Business Manager Al Clem and Officers met in August to review the new Master Agreement. General President Wharton, Secretary Carman, Vice President Nolan attended.

Oakland Area Alive With Work

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

OAKLAND — We are happy to see all of the other unions finally completed negotiations and we can now look forward to the work season ahead without fear of interruptions.

Jobs are now plentiful throughout Alameda and Contra Costa Counties with no area having more work than another. It is indeed tragic that in this time of almost full employment for our members, some are out of work due to being unable to perform the type of work for which operators are in demand.

Many of these are older members whose age limits them to such jobs as pumps, compressors, and hoists, but many are younger men with no such physical limitations.

Beginning in September, 1965, this problem will start to be solved for thanks to our negotiating committee, which was headed by Business Manager, Al Clem, we will start placing Journeymen Trainees on jobs where they are required. By being given this chance to operate all of the types of equipment used in making compacted fill, most will improve their skills and thereby their employability.

At this time, we urge all of the brothers to sign up as Journeyman Trainees whenever they are out of work and want to improve their chances of going to work.

ACTIVITY CENTER

Downtown Oakland is the scene of much activity with several underground contractors busy on the relocation of utilities to make way for rapid-transit lines. Traffic becomes snarled at times, but a bit of inconvenience now will make it worth it later.

Several buildings are being erected which gives employment to our hoist operators. Demoli-

tion companies are using quite a few of our members knocking down older structures to make way for the high rise buildings as well as the Rapid Transit and freeway work.

We were happy to see that the state has advertised for bids to widen the Nimitz to six lanes all the way south to Jackson Boulevard. Six lanes will be a big help but as anyone that travels this stretch of highway can tell you, eight lanes wouldn't be too many. Low bidder for the job was a joint-venture comprised of Ivaldi Bros. and Andell Inc. of Hayward.

SOUTHERN COUNTIES

The southern ends of Alameda and Contra Costa Counties seem to be alive with work. There are freeways, canal jobs, pumping plants, underground work and always activity at each housing project.

Bids are being called for grading, widening and preparation for an interchange near Hayward, west of Crow Canyon Road and will be about 1¼ miles in length. There is approximately 144,000 cubic yards of roadway excavation.

Another job in Alameda County is between Route 92 in Hayward and one mile north of Washington Avenue in San Leandro, the existing freeway to be widened by grading and paving with concrete on cement treated base over aggregate sub-base and five bridges to be widened. There is approximately 36,000 cubic yards of roadway excavation.

South of Scott's Corner near Sunol to the Alameda-Contra Costa county line there is 8.7 miles of four-lane freeway, ramps, frontage roads and connecting streets to be constructed by grading and paving with concrete on cement treated base over

aggregate sub-base. There will be ten bridges constructed. This project is approximately 3,336,000 cubic yards to be excavated and will be an \$8.5 million project.

DIABLO TEST TRACK

A ceremony was held August 10, as Bigge Crane and Rigging Co. placed the final pre-stressed concrete girder for Massman Construction Company with their especially designed gantry crane. These girders are 70 feet long, 12 feet wide and weigh about 100 tons. The beams are placed on a concrete T-bar and form the aerial section of the project. Ransome Co. completed the adjoining fill section and Sharp and Fellows is placing the ballast and track to complete the 4½ mile Concord to Walnut Creek Diablo Test Track.

Eugene Luhr Co. added three 631's to their Walnut Creek Canal job. This makes about 10 rigs plus the 4500 Manitowock and Model 6 Northwest. The project is showing great progress.

Shell Refinery, at Martinez, remains the big employer in the area with about 100 operators on the job. The refinery is starting to take shape with just about every type and kind of hoisting equipment available on the project.

Cabildo Corp. was low bidder on 35 miles of 10-inch pipe to be laid between the Shell Refinery at Martinez and the Oakland Airport. The job was started at three points along the right of way. The company intends to work nine hours per day, five days per week, and a fourth crew may be added later.

NEWS ABOUT BROTHERS

Best wishes for speedy recoveries to Brothers Pete Bonham, C. C. Smith, George R. Johnson, William Valente and Wayne Stevenson, and our deepest sympathy to Brother Joseph Magnusson, whose wife passed away.

It's the Weather

Utah Projects Hit by 'Unusual' Storms

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

SALT LAKE CITY—Between most unusual weather, work throughout Utah's jurisdiction is holding its own quite well.

The entire state has been plagued with thunderstorms, rain showers and cloudbursts which have seriously curtailed operations at times. This has, naturally, broken and set more temperature and rainfall records this year.

Several Freeway bridges have been let and are under construction about the city. Horne-Zwick, Alder-Childs, Jericho and W. W. Clyde Company all have started excavating on Interstate 80 along 24th South Street with Raymond Concrete Pile driving the pile on all these structures along the 2nd South belt route.

Gibbons and Reed was to have the freeway between 6th South and 33rd South ready for ribbon-cutting ceremonies by the Governor on August 15th; however, some of the bridges in this section had to be revised, therefore traffic should be on this stretch sometime this month.

Sumson-Reed has a scraper spread working on the Draper end of their Freeway job, and should have some work until the weather shuts them down this Fall.

Enoch Smith will begin at 33rd South and State Street to Midvale Junction. Don Witke is the superintendent on this job that will afford some much needed work for this Company and our brothers. Incidentally, Don spends a lot of his off-time hours flying his Twin Beech he recently purchased.

The work in the Uintah Basin area has held on but will soon be dropping off somewhat. Strong Company is still paving near Vernal on Highway 40 and should finish within the next few weeks. Their job on the Colorado line has 13 Local No. 3 men on and 13 Local No. 9 members. This job is located 9 miles in Utah and 9 miles in Colorado.

Peter Kiewit & Sons will be busy until November on the bridge over the Green River but it looks doubtful whether Tiago will get back in this year to pave the road on either side of the bridge. This job is located inside the Dinosaur National Monument.

SOUTHERN UTAH

Rain, mud and floods have caused much damage and loss of time for our brothers in this area. The storms have been general and have affected nearly all the work even in the usually arid and hot sections of the State. The moisture is needed; however, it would be appreciated more if it would not come in such large amounts.

In the Cedar City area, heavy rains and high winds have been the determining factor in flash floods which have plagued the southern end of the state. Cedar City was hit by flash floods which brought logs and mud down from the mountains and deposited them on highways blocking traffic for some time. It arrived with such force that a 50 foot section of retaining wall surrounding the local cemetery was demolished, letting the ram-

paging water knock down headstones and scattering heavy residue everywhere.

We are happy to report that Brother Art Irwin is now receiving his pension. Brother Irwin was stricken last year with several heart attacks and put on the disability list. He has since recuperated but still is unable to work.

Through the efforts of our officers and representatives of Local No. 3 at the bargaining table, Brother Irwin will be able to enjoy this benefit. This is only one of the many benefits which your negotiating committees are continually fighting for.

NORTHERN UTAH

Freeway work in the area is providing jobs for many members. Several of the sections are near completion. Parsons Const. Co. is in various stages of completion on their job from Ogden through Clearfield as is Fife's job in Layton.

Fife Company has two other jobs in the area; one at Cherry Lane, which just started this Summer, and one on Harrison Avenue extension. Phase two of this project has been delayed for at least three months because of

the unexpected water and soil conditions.

Gibbons & Reed has had a little trouble with finding good pit on their job at Hot Springs. It starts at Hot Springs and comes into 3rd Street in Ogden and it will be mostly fill across flat muddy land.

R. R. Heintz Company on the Causey Dam above Huntsville is nearing completion.

Owl Slipform Concrete Company has just moved in on their job at Roy, Utah and should be in operation by the time you get this paper.

Kaiser Engineering, at the Garfield Smelter, is moving along at a rapid pace with about 30 Operating Engineers manning machines. This job should continue through most of the winter for these men.

Western Knapp Construction Company, at Little Valley, has about 135 operating engineers on a two-shift basis and much of their work will go through the winter which will be a big help to our employment situation.

Over in Bingham Canyon, Bechtel Corporation has finished a good share of the pipeline work on their project but still have quite a bit more to do. They employ about 80 or 90 operators and a lot of this work will last through the winter.

Thorn Construction Company received the contract on the road work from Low to Dell for \$1,221,000. This job will start approximately September 1, 1965 and will employ about 15-20 operators.

L. A. Young Company is still working over in Tooele on the dam. They are working a two-shift operation with about 25-30 engineers.

UTAH SAND & GRAVEL

By the time this article is printed we hope to have completed contract negotiations with Utah Sand & Gravel Company. We hope to have a new and much needed Health and Welfare program and some holiday pay which has been long awaited by our members. We are sure the members there will be happy with these improvements in the contract.

We would also like to ask the members to check on their dues and get them up to date. According to our records, there are a number who are behind. If you have any question, please contact your job steward or business representative.

Remember the monthly meetings are held at 7 p.m. on the 4th Tuesday of each month at 1956 West North Temple. (See page 16 for Utah pictures.)

Freeway Bid Let in Stockton

By WALTER M. TALBOT, AL McNAMARA, and GLENN DOBYNS

STOCKTON—Apparently the work force that is now residing in the district is large enough to man the jobs throughout the area. As new jobs commence, old ones are being completed. The situation has nearly balanced out the supply and demand for engineers this past month.

The jobs as reported in last month's news still remain about the same with a few new ones that have started since then.

Lew Jones Construction of San Jose has started on the eight structures to be erected on the West Side Freeway in Stanislaus County, a joint venture for Fredrickson, Watson and Lew Jones Construction Co. for \$6,000,000.

In addition to the structures mentioned for the Freeway, the Lew Jones Company will do all of the structures on the third phase of the Western Contracting Corp. contracts which parallels the F. W. & Jones contract. Apparently, F. & W. plan to sub contract the dirt moving to A. A. Baxter Co. of Los Angeles.

Longley Construction of Las Vegas has the off-site sewer system for the Northern California Youth Authority Center, located on Castle and Weber Road, well under way at this time.

The job was let at \$267,595.00, and completes the main trunk line from the C.Y.A. Center to Airport Way and ties into the job recently completed by A. Teichert & Son.

A. Teichert & Son, low bidders on the two sections of West Lane and the bridge and approaches over the Calaveras River on West Lane, has both jobs in progress. These new jobs

are in addition to the site preparation at the C.Y.A. Center, cleaning and realignment of Duck Creek, Highway 132 access road to the West Side Freeway, plant mix overlay jobs at various locations, plus a multitude of smaller jobs throughout the district.

Jesse H. Harrison of San Ardo was low bidder at \$152,230.00 for grading and paving one mile on O'Byrnes Ferry Road near Tullock Reservoir.

Fontana Steel has subbed the bridge approaches and structure excavation on their job west of Vernalis to Larry Aksland. The bridge to be constructed by Fontana Steel will cross the California Aqueduct on Blewett Road. Total contract bid price for the project was \$300,000.

Claude Wood Co. and M. J. Ruddy & Son were both awarded plant mix overlay jobs by the Division of Highways at various locations.

Rodgers Materials Co. has just completed the erection of their batch plant on the Wunderlich Co. job on Patterson Pass Road. Materials should be pouring through the plant for structures on the Wunderlich contract by the time this article is published.

Granite Construction, who also had a batch plant within site of the above-mentioned job, just recently moved it west of Vernalis to more efficiently service their Delta-Mendota Canal wall extension job that will eventually wind up in the vicinity of the San Luis Dam in Merced County.

The Peter Kiewit Sons West Side Freeway job from Del Puerto Canyon Road west of Patterson to their previous contract on

Stuhr Road west of Newman is also showing signs of activity.

Fresno Paving subbed the paving and road base materials for Crowell and Larson on their Highway 108 job near Long Barn in Tuolumne County.

Ferry Bros. has the same type of work to do for Mitty & Craft on their Ione-Plymouth road job. They will crush aggregate and prepare the base and purchase the plant mix either from A. Teichert or Claude Wood Co.

APPRENTICESHIP PROGRAM

The placement of apprentices has improved to the point where at times the employers are requesting them only to find that none are available. This, of course, is only a temporary condition as the journeymen complete jobs so do the apprentices. In this case, one must be indentured to another employer who is willing to train him.

Apparently we have an exceptional group of apprentices in this district as very few complaints are registered by the employers, and in nearly all cases the members with whom they are working and the employers are quite pleased with the boys.

PERSONAL NOTES:

Brother Ed Maland has been confined to St. Joseph's Hospital with a serious liver ailment.

Brother Henry Swarthout and his wife recently returned from Alaska and the Yukon Territory where they spent several enjoyable weeks viewing the scenery.

Brother Coy Sanders was hospitalized recently from an automobile accident in which he was a pedestrian.

Retired Brother W. A. Cornelius has decided to visit relatives in Broken Bow, Oklahoma. Bob believes his pension wampum will go further there.

Survey Notes

By
DAVE
REA



The Technical Engineers membership of Local 3 have recently ratified the finest agreement covering Land Surveyors ever received in organized labor.

Prior to the commencement of negotiations, a series of pre-negotiations meetings were held throughout Local 3's jurisdiction concerning this contract. From these meetings the negotiating committee headed up by your Business Manager Al Cle established the basic proposal.

Through continued meetings and efforts from May 17th through August 9th, the negotiating committee strived to design administrative clauses, working rules and an economic package compatible to the industry of which the membership serves.

RATIFICATION MEETINGS

Vote	Yes	No
San Jose	116	8
San Francisco	77	15
Oakland	100	3

A total of 319 Surveyors in attendance at the three meetings set out above ratified the agreement as presented by the negotiating committee by a 92% vote.

At the San Francisco meeting a question came up on the floor concerning an employee traveling to and from work in the employer's authorized vehicle to whether he was insured during such travel.

It is the finding of your Business Representative that an employee is covered under these circumstances. Any questions concerning this problem, please contact the San Francisco office.

Local 3 recently negotiated and the membership ratified an Agreement covering Land Surveying in the general Fresno area. We welcome these brothers to Local 3. Organizing throughout all of Local 3's jurisdiction is a continuous effort for a stronger jurisdiction and better work opportunities for the membership of Local 3. Very little change has been seen in the past month in the work load and from all indications it should remain at its present high level.

U.S. Employment Sets New Record in July

More Americans were working in July than ever before, the Labor Department announced last week. Total employment in the USA reached a new all-time high of 74,900,000.

Teenagers helped to set the new record. More than a million and a half teenagers found jobs last month to help bring the nation's unemployment rate down to 4.5 per cent, its lowest level since October, 1957. Total unemployment dropped to 3,600,000.

COP FAINTS?

How did you happen to hit the pedestrian?" the policeman asked.

"I didn't hit him," complained the motorist. "I come to the stop sign. I stop. I motion him to go across the street. And he faints."

Apprentice School Starts; Manning Clause to Help Facelifting

There are about 50 apprentices working in the Santa Rosa, San Rafael and Vallejo areas and more going to work each day. The major portion of work in the Santa Rosa district is in the northern section on H. Earl Parker's job at Ft. Bragg. This job has an intricate high line set up for pouring a bridge, and there are two apprentices on this job as well as Morrison and Knudsen's 100-mile railroad flood repair job nearing completion starting at Willits and going north to Eureka. Gordon Ball has two apprentices on his highway job at Ukiah and doing well. Also, we have apprentices in Lake County with Hughs and Ladd also.

San Rafael and Marin County apprentices are doing quite well with Cecotti and Sons., Ghilotti, Linscott, Brown Ely and McPhail's. Vallejo is doing fairly well with Syar and Harms our mainstay for apprentices in that area.

Apprentices, if you thought the rules were a little rough before, gird yourself because they are getting rougher!

Industry demands excellence and the best man available, for the job—if we are ready. We intend to supply the very best and the "weeding" process has begun. If you can't follow the rules, then you can't follow a simple work order from the Superintendent. Rules are for the benefit of the program and the industry as well as for yourself.

SCHOOLS IN SESSION

The schools in each district will open in September. Letters have gone out to all apprentices advising them when to register and when the classes will start. The apprentices must put in 144 hours each semester.

We expect at least 1000 job openings this month, due to the new Collective Bargaining Agreement. We are developing new testing methods to speed up the process, so we can put more apprentices in the field.

We have added four new coordinators to the staff. They are Pete Ramirez, who will work out of San Jose; Joe Reinert, working out of Marysville; Roy Scarbrough, working out of Stockton, and Guy Jones, working out of Oakland.

We now have an apprenticeship program in Northern Nevada. L. E. "Red" Warren is the coordinator for this operation. Danny Dees will be the Administrator for this program, as well as the Northern California program.

SEE FAIR BOOTH

The Operating Engineers Joint Apprenticeship Committee is sponsoring a booth at the State Fair in Sacramento. It will be manned by two men at all times. We have many models of our equipment which will be displayed. Literature concerning the program will be given out, and the men at the booth will be happy to explain the Apprenticeship Program to anyone interested.

The Fair will run from September 1st through September 12th. Any of the members or friends attending the fair are cordially invited to stop by and see the display. Clem Hoover and Jack McManus have done a great deal of work on this booth and all the Coordinators in this program will work explaining the program and showing the displays.

Fresno Downtown Taking on New Front

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

FRESNO — The Fresno District is at its seasonal peak. All jobs are in high-gear with the exception of those just awarded and starting.

In all areas contractors are calling for men and are working at an accelerated pace on projects.

Industrial building is on the upswing along with construction work in the earth moving field this has created a number of new jobs for the membership.

Metropolitan Fresno is receiving a "new face" due to commercial building construction, and it is like watching a new city being born.

A major portion of the central area of Fresno, consisting of old buildings of all types, is being constructed to replace the old.

The central core will be a new city when completed.

The out-of-work list is very low and nearly all the membership is working. We expect this to continue until the end of the year or the beginning of the rains, whichever may occur first.

ORGANIZING AND NEGOTIATIONS

We have been very active in organizing the area.

Our primary targets have been shops doing work related to industries that we service in construction.

Our efforts have born fruit as we are gaining ground as each week passes. We have won some elections and more will be held by the NLRB during the next month.

Manager Al Clem has sent additional organizers into the area to assist in the campaign, and this has been most helpful.

An election is now underway at Quinn Tractor Co. We will know the results soon and will put them in the next issue of

this paper. We expect to win by a sound majority.

Negotiations are nearly completed with the C. Jim Quinn Co. of Visalia. We expect to have a satisfactory agreement in effect by next month.

We filed a petition for election with the N.L.R.B. on behalf of the employees working for the Miller Ford Tractor Co., of Fresno, and as present indications are favorable, we expect another win there. We hope for the election to be held as soon as possible.

The membership is very happy with the new contract negotiated by the officers and Manager Al Clem and we are enjoying a good season with a lot of work.

The Ball & Granite joint venture is just starting the two projects recently awarded to them.

These two projects total near \$30 million, and will employ many Engineers for a couple of years.

Dravo Corp. continues to make good time on Exchequer Dam, north of Merced. This project will continue on thru next year and will keep the Brothers working for quite a while.

SAN LUIS DAM

The work in this area is fast taking shape. It still remains an amazing sight to see all this work moving, however slow, toward its final completion.

The San Luis Dam continues to grow and grow!

As one drives along Highway 152 he may observe the north end of the dam, which almost is what the finished product will look like. A person in heavy construction work, can only think that the San Luis Dam and all of the other work connected with it, will always remain as another monument to the skill and tenacity of the Operating Engineers of Local Union No. 3.

We must also include Reach 1 as it also is something else to

see with all of the trimming and lining almost completed.

This San Luis Dam is worth the time to see. It is a beautiful sight to observe with the ribbons of concrete snaking its way through the country-side.

Realizing that once the water is put in the canal there is a remote chance that we will ever see it again as it looks today.

Speaking of ribbons of concrete, the Gordon H. Ball Co., doing the work on a section of inter-State Highway 5 started paving this morning. It is forecasted that it will take about 17 days to lay the concrete on this job.

This will also add to the ribbons of concrete in this area.

The Peter Kiewit job, at Gustine, will also be adding more of the same in this area, but this will not be until next year.

Unlike their relatives down on the Peter Kiewit Mendota job, they will not pave that section of Interstate 5. Until such time as the California Division of Highways opens bids for the paving of that section of Interstate 5.

Another key to the facilities of the San Luis Dam is the fact Morrison-Knudsen and Utah are now receiving their trimming and lining equipment.

We were told that it is their hope to get started with the new

equipment and start on Reach 2 and 3 of the Peter Kiewit project. This will finalize these two portions of this huge aqueduct.

We had in the area again Dr. A. F. Henschel, of the U.S. Public Health Service and Dr. F. L. Ottoboni, from the State of California Department of Public Health. Along with their crews, they have conducted a new survey on heat, dust, noise and vibration.

We understand that they have some new equipment, similar to that used by the astronaut's to measure the different conditions the body is subjected to. We are looking forward to the results of their findings.

We would like at this time to ask all the good Brothers who have recommended young people to the Apprenticeship Program to follow up on these people. Please return their applications as soon as possible.

It is very important that they get their applications in quickly. We would like to report that young apprentices are doing a good job in this area.

The weather in the valley has been fairly warm during the day, but the evenings have been somewhat on the cool side. Let us hope it will remain this way, at least until next July and then clear off!

Obituaries

AUGUST, 1965

Name	City	Init. Date	Date of Death
Bateman, Ronald	Ridgecrest, Calif.	11- 3-51	8- 4-65
Braswell, Orrin	San Francisco, Calif.	5-14-41	8- 9-65
Buster, Wm.,	Foresthill, Calif.	5-20-39	8- 4-65
Buttrey, Bill	Rhonert Park, Calif.	12- 3-61	8-29-65
Conner, Chas.	Brigham City, Utah	6- 1-41	8- ? -65
Cross, Chas. N.	Tracy, Calif.	2- 1-38	8-17-65
Cuffe, John	Palo Alto, Calif.	4- 7-45	8-21-65
Elk, Frank	Santa Rosa, Calif.	9-10-55	8- 2-65
Hall, C. F.,	Napa, Calif.	6- 3-44	8- 1-65
Hanson, Robt. J.*	Richmond, Calif.	12- 9-40	8- 9-65
Harvey, Joe Roy	Selma, Calif.	5- 2-42	8- 1-65
Hass, Dewaine O.	Fair Oaks, Calif.	1-14-62	8- 3-65
Hill, Rodney	Sandy, Utah	4- 4-59	8-10-65
Lober, Victor	Oakland, Calif.	5- 2-53	7-27-65
Martin, Peter	Honolulu, Hawaii	1-11-64	7-16-65
Martins, Joe	Salinas, Calif.	1- 6-45	8- 8-65
Moss, J. Reed*	Fair Oaks, Calif.	3- 6-54	8-16-65
Murray, Douglas*	Sunland, Calif.	7-12-58	8-11-65
Neely, Andrew	Sacramento, Calif.	9-10-49	8- 2-65
Overman, A. H.*	Redding, Calif.	4- 3-60	8-11-65
Ruffner, Roy	Minden, Nevada	4- 2-38	7-30-65
Smith, Benny L.	Modesto, Calif.	12- 2-62	7-27-65
Spangenberg, Ed.	Twin Falls, Idaho	12-20-64	7-23-65
Steele, Leo M.*	Roseville, Calif.	3-24-41	8-16-65
Stone, Charlie	Central Valley, Calif.	6-21-41	8-23-65
Swaters, Paul	Redwood City, Calif.	10- 6-51	8-10-65
Taylor, Harry	Antioch, Calif.	7- 7-56	8-16-65
Walker, P. W. (Wayne)*	Eureka, Calif.	9-10-61	8-19-65
Whittley, Fred	San Lorenzo, Calif.	9- 2-50	8- 7-65
Wilson, Elmer	Leemore, Calif.	11- 3-45	8- 2-65
Babich, A. S.*	Auburn, Calif.	1-21-43	8-16-65

*Industrial Accidents (7)

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Kelly Springfield Tires

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Personal Notes

SACRAMENTO

The Sacramento office extends its deepest and sincerest sympathies to the families and friends of the following deceased Brothers: George R. Bain, James E. Cox, William Hester Buster, Clarence L. Silva, Arden L. Webster, Leo Steele, J. Reed Moss and A. S. Babich.

EUREKA

We of the Eureka office send our sympathy to the family of Brother P. Wayne Walker, who was accidentally killed on August 19, and to Brother Maurice Morton, who has lost his wife this month after lengthy illness.

We also extend our sympathy to the family of Brother Pat Ross.

SAN RAFAEL

Brother Bob Bynum, Lube Engineer for Soiland Company, dropped in to say "good bye"—he is heading for Saigon for 18 months with Morrison & Knudsen. We wish him the best of everything!

Brother Woody Cox is hospitalized at Marin General. He was backing the Soiland Co. Cat off a truck at the Scott Highlands construction site off Corte Madera Grade when it rolled over. He suffered a deep cut and fracture of his right leg, fractured shoulder and cut scalp.

Brother Vincent Maggiora has been inducted into the Coast Guard and has taken out a service withdrawal.

FRESNO

Sympathies are extended to the families of the following Brothers who have passed away: Joe R. Harvey, Elmer Wilson and Willas Hamilton.

Congratulations to Brother Lee Hunter on becoming a grandfather.

We are holding checks for the following: Brothers T. W. McCartney, Paul Hamby, Jerry Cox, J. K. MacDonald.

REDDING

We all wish to express our sincere sympathy to the families and many friends of our late Brothers: A. H. "Blackie" Overman, Doug Murray, Charlie Stone

A speedy recovery to the following Brothers: Bill Hyder, Fred Brock, Jim Landgraff

Blood Donors for the month are: Orvill E. Norris, Robert Felsher, Ruby Vardanega (Mrs.), Avis M. Cullis (Mrs.), Kenneth Cunningham

We are still holding checks for the following: P. E. Crewse, Jr., F. C. Watson, Ray Price

SAN JOSE

We extend our thanks and appreciation to the following for donating blood during the past month: Mrs. Mary Hasselbring, Arthur Hasselbring, Eugene Damron, Ed Locke, Al Gifford, Marciano Rodriguez and Leona Webb.

MARYSVILLE

Brother Ray Dolce thanks the men on H. Earl Parker's Fort Bragg and Harding Flat jobs for the kindness and help given to him after a recent car accident.

Congratulations to Brother Bill Vick on his bouncing baby boy. Mother and son are doing fine.

Brother Ron McDonald has been moved from Rideout Hospital to Mercy Hospital in Sacramento for surgery.

Also hospitalized this month were Lawrence Watkins, W. H. McNew, Jack DeWitt, Larry Hudson, Les Washburn and Dewey Clendenin. We wish all of these brothers a speedy recovery and hope to see them back on the job soon.

ON YOUR JOB ... BACON SERVICE

When you get your compressor, crane, mixer, compactor or other piece of construction machinery from ERBCO — SERVICE is part of the deal.

Fully equipped service trucks with trained competent ERBCO servicemen work out of Oakland, Sacramento and Fresno to service construction equipment on your job.

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TUBE—Rapid Transit's artist conception shows how S. F. Bay submerged tube will be used in place to transport high speed commuter trains 6 miles beneath waters of Golden City. See story on construction below.

Underwater Rapid Transit Tube Construction To Span Bay Bottom

SAN FRANCISCO—Construction details were announced recently for the Trans-Bay underwater transit tube, key link in the San Francisco Bay Area's new 75-mile rail rapid transit system.

The massive tube, together with its specially-constructed approaches, will extend nearly six miles across the bay, connecting the planned future subways of downtown Oakland and San Francisco.

It will be the longest of its kind in the world, barring development of a similar type crossing which has been proposed for the English Channel.

The project will involve two different methods of submarine construction — sunken tube assembly and conventional tunnel boring.

The sunken tube segment will occupy a four-mile trench dredged out along the floor of the bay, reaching a maximum depth at one point of 130 feet below the water surface.

Details of the tube project — undoubtedly the most complex of the entire rapid transit development program — were outlined at a special conference for prospective construction bidders held by the Bay Area Rapid Transit District and its consulting engineers, Parsons Brinckerhoff-Tudor-Bechtel.

BART General Manager B. R. Stokes said the tube construction will be carried out over the next three years under four separate contracts to be awarded by the District.

Its total cost is estimated at \$133 million, to be financed, Stokes said, by automobile users through the allocation of surplus toll revenues from the San Francisco-Oakland Bay Bridge. The bridge tolls were authorized by the State Legislature to augment \$792 million in general obligation bond funds approved by Bay Area voters to finance the bulk of the transit system's construction.

First of the individual tube contracts will be awarded early next month—for fabrication of a special steel caisson designed to serve during initial stages as a

construction base and later as a permanent ventilating structure.

The caisson, measuring 11 stories in height and 68-by-122-feet in horizontal dimension, will be submerged approximately 60 feet into the existing floor of the bay just offshore from the San Francisco Ferry Building. Only its top eight feet will extend above the surface of the water.

Working outward from the lower level of the caisson, individual tube sections will be connected together on the floor of the bay to form an underwater transit route to the Oakland Mole.

From the caisson inward, two shield-driven transit tunnels will be excavated below the ground to link up with the future Market Street subway in San Francisco. The twin tunnels will pass approximately 75 feet below the floor of the Ferry Building, just south of its center tower.

Leaflets Explain Medicare, Social Security Improvements

Grand Lodge Rep. George Nelson, IAM legislative representative, recommends two new Government leaflets that explain the Medicare plan and the new Social Security improvements.

They are "Social Security Amendments of 1965" (OASI 1965-1) and "Health Insurance for the Aged" (OASI-2). Price is 10 cents each, or \$5 per 100. Write: Superintendent of Documents, U.S. Government Printing Office, Washington, D.C., 20402.

What Labor Wants

"We want more school houses and less jails, more books and less arsenals, more learning and less vice, more constant work and less crime, more leisure and less greed, more justice and less revenge—in fact more of the opportunities to cultivate our better natures, to make manhood more noble, womanhood more beautiful and childhood more happy and bright."

—Samuel Gompers.

The subaqueous tube contract is expected to be awarded in mid-November, with initial construction to commence approximately a month later with demolition of several abandoned ferry slips and a section of the Ferry Building's lower floor which must be temporarily removed to prepare for the tunnel project.

Construction contracts for the San Francisco tunnel approach and the Oakland Mole connection — the latter to be built above-ground behind a cofferdam — will be awarded approximately a year hence.

The entire tube construction project is programmed to permit the start of Trans-Bay train service in mid-1969. Rapid transit trains will be able to travel through the tube between downtown Oakland and downtown San Francisco in only eight minutes.

In all, some 57 binocular-shaped steel tube segments will be individually fabricated in shipways or drydocks, and floated into position for precise lowering into the pre-dredged trench. Measuring at least 330 feet in length and 48-by-24 feet in outer diameter, each will contain space for two transit tracks, air exhaust duct and utility passage.

After connection, the tube will be covered with several feet of sand and backfill for external protection.

The Trans-Bay tube and its approaches have been carefully designed to insure that it will be resistant to earthquakes — strong enough, in fact, to withstand tremors of greater magnitude than the 1906 San Francisco Earthquake.

BART has retained several seismic consultants to aid in the design project, and since early 1960 has been monitoring all seismic vibrations along the tube alignment through special recording instruments installed on the floor of the Bay.

Through agreement with the San Francisco Port Authority, a special platform will be erected between the Ferry Building and the caisson structure to provide additional protection for the tunnel connection.

'Chief' Details Safety Orders

By GEO. A. SHERMAN
Chief, Industrial Safety

The recently revised Construction Safety Orders became effective on August 8th, 1965.

They were adopted by the Industrial Safety Board on June 30th, climaxing two years of intensive committee work and public hearings in San Francisco and Los Angeles.

Governor Edmund G. Brown has praised labor and management for their wholehearted cooperation in the revision of the Safety Orders. And as he so well put it: "The revised Construction Safety Orders are another step in the direction of greater safety in a multibillion dollar industry, for they cover new methods, new processes, and new machines introduced by new technologies."

A previous step was the approval by the Legislature last year of Governor Brown's recommendation for 22 additional Construction Safety Engineers for the Division of Industrial Safety.

In echoing the Governor's sentiments, I would especially like to say how much I appreciate the help of the Operating Engineers Union in bringing the Orders up to date in the first revision since 1957. My particular thanks go to Al Clem, Dale Marr and Fran Walker of Local 3; Joe Seymour, Dutch Jungert and Jack Greenstreet of Local 12; and Al Boardman, now a member of the Industrial Accident Commission.

Their wealth of experience in construction, especially in heavy equipment, was an important asset in revision of the Orders.

The 1965 revision contains many new safety provisions. The following are a number that are of special interest to operating engineers.

SAFETY PROGRAM

While the old Orders required all construction employers to have a safety program, the emphasis was on contractors having many employees, at least twenty.

This has been changed in the revised orders. All employers now, regardless how few workers they employ, must have a functioning safety program. This includes a code of safe practices, which must be posted conspicuously at each job site.

In addition, employers must hold at least one safety meeting of foremen every month to discuss safety problems and accidents that have occurred. They must also see that supervisory personnel conduct a "tool box" or "tailgate" safety meeting on the job at least once every ten days, or oftener if there is need to emphasize safety.

The functioning safety program for all contractors is perhaps the most important requirement in the revised Orders, because it is now well recognized that continuing safety activity the contractor is the key to injury prevention in construction.

CONTROLLING SURFACE DUST

To protect workers from dust hazards in drilling holes in rock or other dust-producing material, all power controlled air drilling must include "the use of water

or chemical solutions . . . or other equivalent means."

Called by various names—"damp drilling," "detergent drilling," "modified wet drilling"—the method has proved its worth in many Northern California projects in the last few years.

A few copies are still available of the September, 1963, issue of the "California Safety News" that contains an interesting article on control of surface dust.

SAFETY BELTS, NETS

The Orders call for increased use of safety belts and nets for people working in elevated positions where there is a hazard of falling.

Standard signals have been established, to make for uniformity statewide. This will make for smoother operation and greater safety, because workers go from one job to another, on contractor to another, and one area to another.

CRANE COUNTERWEIGHTS

Crane counterweights are now limited in weight to the manufacturers' recommendations. This should prevent cranes from being used for loads they are not designed for.

EARTH MOVING

The revised Orders require better brakes on hauling and earthmoving equipment, and impose restrictions on speed.

The Orders specifically state that such vehicles must not be operated at speeds that will endanger the driver or traffic; and they give the Division of Industrial Safety authority to establish maximum safe speed limits based upon such factors as the weather, condition of the roadway, curves, grades, traffic volume, and mechanical limitations of a vehicle.

This should help to put an end to many accidents (including overturning of rigs) caused by excessive speed.

Another important requirement calls for canopies or other adequate protection for operators of crawler tractors, bulldozers, carryalls, and similar equipment, where there is a possibility of injury from falling or rolling objects.

Canopy tops must be strong enough not only to protect operators from brush or falling rock, but to prevent them from being crushed if the equipment rolls over. Seat belts are also required in such circumstances. These welcome additions should make for much greater safety of operating engineers.

A new Order relating to tower cranes requires better access to crane parts, and effectiveness and testing of load limit switches.

HOPE FOR THE FUTURE

I believe that the revised Construction Safety Orders will prove an effective weapon in the campaign for greater safety in a major California industry.

And I am hopeful that both management and labor will observe not merely the wording but the intent of the Orders, so that we can work as one in the drive against construction injuries and deaths.

THE SWAP SHOP CORNER: Free Want Ads for Engine

FOR SALE

1936 FORD, 4 dr. sedan, 35,786 original miles, five new w.w. tires. Will take \$700. Don Thoms, 5 Sunnyside Dr., Petaluma, Calif. Phone 762-9238. Reg. No. 1154357.

SLEEPER CAB, fiberglass, sleeps 2 or seat for 4 kids, fits fleetside pickup. Lyle Booth, 5380 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.

ROCK CRUSHER, 12 x 20 Champion No. 4 1/2, good roads macho, \$550. 24 x 14 rolls, Traylor eng. \$650. 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. 969663.

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 Farnley,

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

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

SCOOP, 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. 466413.

'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. 736805.

TRACTOR, M-F Work Bull 204 with 220 backhoe, loader, tilt bed, 4 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 tanks, 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.

Gov. Brown's Holiday Message

"A belief in the dignity of human labor is one of this country's strongest national characteristics, according to Governor Edmund Brown, of California in making his 1965 Labor Day message to the people.

"Today, in the midst of the most prosperous society in man's history, there are Americans who are denied opportunity to achieve for themselves the dignity which we hold to be one of the benefits of work. They are denied that chance to participate fully in the promise of American life because of inadequate education, insufficient training, residence in psychological, social and physical ghettos, or a combination of these circumstances."

The Governor added: "Labor Day should be a time for all Californians — particularly those of us who are not denied the fruits of labor — to rededicate ourselves to the tasks of setting the economic and social affairs of this state and nation in order that every American will have an equal opportunity to participate in the bounty of our country according to his labor."

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.

ROOM 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 skis, \$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. 7538343.

MOBILE, 1957 "Melody Home", 40x8 ft., 2 bdrm. new drapes, \$1950. Joseph Hall, 25838 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 \$290. Clinton Gould, 1529 Tanner Rd., Los Banos, Calif. Phone: 826-3573. Reg. No. 951250.

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

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

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

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

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

JEEP P.U., '56, 1 ton, 4 wheel dr., 6 cyl. 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. \$3000. Fred Biolsi, 11191 Farndon Ave., Los Altos, Calif., phone 987-2157. 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. Jaylin, 45 hp. Merc. trailer, extras. \$1050. Also, Givson freezer, chest type, \$200. Bob Larkin, 3267 Baker Dr., Concord, Calif. Phone 685-8364. Reg. No. 354746.

COMPRESSOR, 3 phase, 220-440v, 5 hp. Model TV451 Cochran, like new, \$450. Bill Cullen, 3218 Fitzpatrick Dr., Concord, phone 689-3141. Reg. No. 892450.

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 Duralla, 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.

MOVING?

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

REG. NO. _____

LOCAL UNION NO. _____

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OLD ADDRESS _____

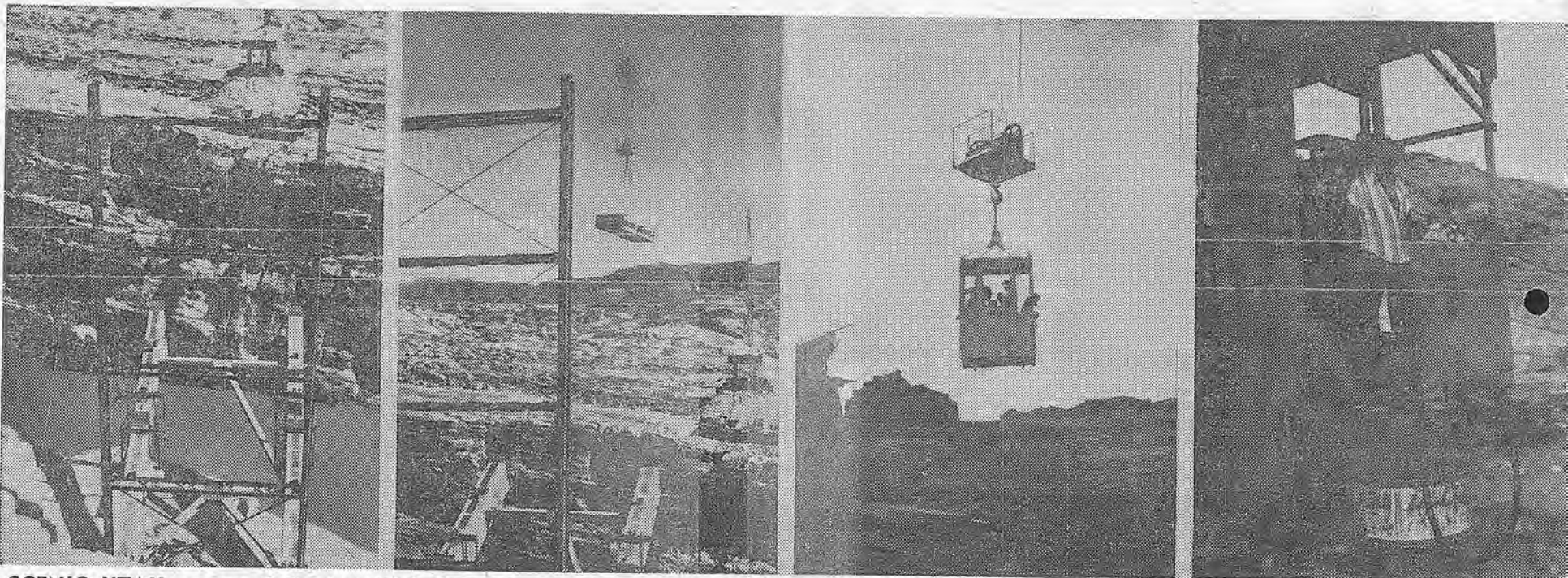
CITY _____

NEW ADDRESS _____

CITY _____

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





SCENIC UTAH—more of the beautiful state of Utah will be viewed from the new arch bridge now under construction at Hite, Utah. The rugged ter-

rain blends with man's skills in bringing this project to fruition. Many years ago, a project of this scope couldn't be undertaken. Skill and proper

equipment and engineering will make it a reality. (See story below.)

Hite Arch Bridge

A Test of Man's Skills, Ruggedness in Beauty

Deep in the red rock country of Southeastern Utah there is a hardy group of men battling the elements and the other hardships of a nearly isolated existence, to construct what will be another tribute of architecture to the skills of man and a complement to the rugged beauty of this country.

These are the crews of the Steel Erection and the W. W. Clyde Companies who are building the steel arch bridge across the Colorado River at Hite, Utah. They, with their families, have established their own small community far from any other civilization in the midst of towering multi-colored cliffs at a point where two for-

midable gorges intersect at the upper end of the growing Lake Powell.

This is a country of extreme dry heat subject to sudden and severe thunder storms which wash out the primitive access

roads. This may completely isolate them for days except for radio, telephone and by air.

The bridge itself is now beginning to take shape. The high line is in operation and a few segments of the arch have been

carried to the east abutment in preparation for assembly.

The construction site is very impressive, setting on towering cliffs which sheer several hundred feet to the rising waters of Lake Powell, with a backdrop

of even higher towers, and spurs in all directions.

When completed and opened to traffic, this will make accessible to the public, some of the most scenic country in our state. (See pictures above.)

Sonic Hammer Awes Utah Construction

SALT LAKE — Of great interest to us, is the new and astounding Bodine Sonic Pile Driver which is being used on the new Telephone Building at 8th East and 21st South. The 1201 Lima owned by Gibbons & Reed Company is holding the leads and unit. Here are some of the facts pertaining to the operation of this great machine.

It is an invention of Albert Bodine, an inventor-physicist from California under the auspices of the Guild Company in East Providence, Rhode Island.

By the Bodine method, a pile is driven at its fundamental frequency, which means that it is energized or vibrates at its resonant frequency with sustained elastic vibrations. Vibrating longitudinally at the rate of 110 cycles per second, it seems to the casual observer not to be vibrating at all.

The increased frequency makes it possible, according to Guild, to install a pile by resonating it at its natural frequency rather than by "thumping" it in under a series of rapid but sub-sonic impacts. Among other things, the resonating of the pile, permits efficient transfer of driving energy to the base of the pile where it is needed most and it forces the weight of the pile to assist in the driving.

In a conventional hammer, much of the impact of the ram is dissipated through necessary cushion blocks or driving heads or both, by the inertia of the pile itself and by skin friction that might possibly develop between the relatively widely spaced blows. The acceleration of this movement is much faster than the elastic return in unconsolidated sediments, and the effect is similar to that of a high-velocity bullet which can punc-

ture a neat little hole in a pane of glass without disturbing the surroundings. The particles of sediment are simply incapable of responding elastically.

Bonds between particles are momentarily broken and the material behaves like a fluid as it is pushed aside out of the way of the advancing pile.

The failure of the soil to respond elastically also explains the absence of shock wave. Skin friction on the sides of the pile is similarly diminished, for the

"compressive" part of the wave is accompanied by a slight bulge, an increase in cross-sectional area and by a slight contraction in the "tension" part of the wave.

The rapidity of this motion is also too great for the soil to match. When the vibration ceases, however, the contact between piling and sediment is promptly re-established and the friction between soil and pile is then often better than with conventional drivers, presumably because of the very local pack-

ing produced by the fluidizing effect.

Operating the sonic pile driver is George Hevey, with Reuben Anderson as operator for the 1201 Lima and Melvin Hill as oiler. (See below.)

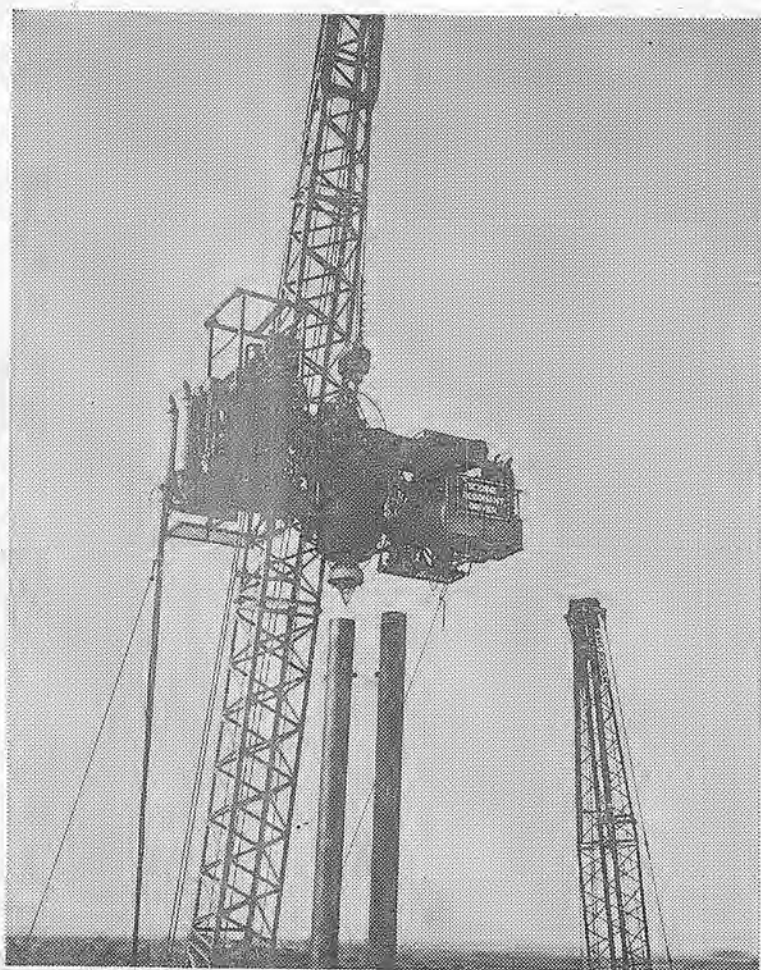
Utah Agents Named to Trades Council

SALT LAKE — The Utah AFL-CIO Convention was held at Salt Lake City this year and was attended by most of the Utah Business Representatives as delegates. Brother Merlin Bowman, incumbent of the AFL-CIO Executive Board was re-elected to the same position. Brother Bowman was recently elected as Vice-president of the Ogden and Northern Utah Building and Construction Trades.

Brother John Thornton was a delegate from the Central Utah Federation of Labor and acted as Co-chairman of the law and legislative committee which was the key committee on resolutions in which future bills will be presented to the next session of the Legislature on behalf of Labor in the state of Utah.

Brother Thornton was recently elected Vice-president of the Salt Lake Building and Construction Trades. Brother Vance Abbott was elected to the Board as a new Executive Board Member along with Brother Bowman. Brother Abbott was a delegate through the Southern Utah Labor Council of which he is Vice-president.

Also attending the Convention as delegates were Brothers Hugh Bodam, Jay Neeley and Clarence Bruner. Brother Bodam served on the Constitution Committee.



SONIC HAMMER—the Bodine Piledriver made its appearance in Salt Lake City on the new telephone building. It's the latest creation to eliminate noise and vibration. (see story)

DISTRICT MEETINGS

ALL START AT 8 P.M.

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SEPTEMBER

DISTRICT 10

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

DISTRICT 5

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

DISTRICT 12

Salt Lake, Fri., Sept. 10, Teamster Hall, 443 Co. 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.

CREDIT UNION MEETINGS

Sept. 21, Tues. in Eureka, Eng. Building, 2806 Broadway, 8 p.m.

Sept. 22, Wed. Redding, 100 Lake Blvd., 8 p.m.

Sept. 23, Marysville, 1010 Eye St., 8 p.m.