Apprenticeship Program Reaches 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 of 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. Bees, Administrator of the California Apprenticeship Program, as dual position of administrator heading the Nevada program.

Recent improvements in the AGC contracts in both Nevada and California concerning manning of 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 it is required to attend evening classes for related classroom instruction. Classes are held in high school and junior colleges.

One of the major improvements in registering applicants in the program is that the apprentices 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.

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. Yturrga.

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

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 represents employers, said Clem's remarks and all reflected the cooperative manner in which the Associated General Contractors and Local 3 went about reorganizing a program to meet the need for highly skilled operators through mutual statemanship, rather than "fighting shop."”

Clem emphasized that the new manning classification which calls for a "Journeyman Trainer" for every seven pieces of earth moving equipment, is not design directed.

"There will not be tolerated slackness who will be shown down 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 power 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 called other crafts which have gone to shorter week work to coincide with the federal government's desire for fuller employment.

He said the experience has been that shorter week work results further "moonlighting" and actual more shortages of men for the unemployed.

Prodanovich pointed out that the heavy construction industry will have to train some 3000 more men each week to take care of the attention occurring now. He called the "crew concept" as a visionary concept concerned by Clem and his team of Journeymen Operators and their employers.

Charles Hudson, of EDCA, told the present: "I believe in the "crew concept." It will be a large part of the training program which will help you men. You will have to work and understand and the ability to pick out an operator when you feel you have a definite aptitude.

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

Vanguard Equipment, Inc., and the Associated General Contractors of California, 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 men to operate today's machinery.

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

Nye pointed out that the contractors are behind the program and with Local 3, went 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, 1962 through this Agreement, a new and dual classification, Distributive Employee is adopted as a unit for the first time, representing the interest of craft, equipment, and related work. When an individual Employee shall become a member of the New Classification, the Employee shall be eligible for all the rights and benefits accruing to him under the provisions of this Agreement and all other agreements or individual contracts, under which he may be employed.

(2) This Agreement applies to all such entities and employees, as the same may be required to enter into the provisions of this Agreement and any revisions thereof. The Employees described herein shall be deemed to be "employees," for all purposes under the laws and regulations of this Agreement. The Employers shall be deemed to be "employers," for all purposes under the laws and regulations of this Agreement.

(3) No Worker shall be required to work any schedule other than the schedule specifically set forth in the Agreement and any revisions thereof. The contracts and agreements with the Employers described herein shall be deemed to be "contracts", for all purposes under the laws and regulations of this Agreement.

(4) This Agreement may be amended from time to time by mutual agreement between the Employers and the Union described herein, by a majority vote of the Employers present at a regular meeting of the Employers, or an action of the Employers taken by a duly authorized committee representing the Employers.

(5) No Employee shall be required to attend any meeting other than the meeting specifically set forth in the Agreement and any revisions thereof. The meeting described herein shall be deemed to be "meeting", for all purposes under the laws and regulations of this Agreement.

(6) This Agreement may be terminated by the Employers and the Union described herein, by a majority vote of the Employers present at a regular meeting of the Employers, or an action of the Employers taken by a duly authorized committee representing the Employers.

(7) This Agreement may be amended from time to time by mutual agreement between the Employers and the Union described herein, by a majority vote of the Employers present at a regular meeting of the Employers, or an action of the Employers taken by a duly authorized committee representing the Employers.
By AL CLEM

What's Doing in Dredging?
What You Need to Know About the Industry

By AL HANSEN
Shiemaker has a small job on Tuesday Island with the dredge "Fairfax". The crew will move to Rio Vista around the first of the month. They have to dredge 2,000 yards in the deep water channel, starting from New York to the Wofford Shoals. The Sacramento River is 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 a little over one year. This should take about 14 months to complete.

The employers of Holt Bros. in Stockton voted to accept the proposal submitted by the negotiating committee at a meeting held on the afternoon of Tuesday last. All, at Stockton Hall, there was an extraordinary turn-out at this meeting. As always many were not completely satisfied with the proposal but the majority did vote overwhelmingly to concur in the recommendation of the negotiating committee.

Western Pacific Co. (Williamson Aves.) has worked steadily on its job at Amo, and is about to wind up. Olympic Dredging is working on a job at Alameda with the dredge "Pacifica" on a two shift operation. All the boys are happy to be working on this job. The "Sucker" is all over the Bay with boats here and there, and a very good crew.

We hope and trust that both Stockers have very good crews.

Buying New Car, Truck? Shop for Credit, Too

By ROBERT LEWIS, BERT NARABO, KEN KABONNER

Honolulu Welcomes Work Spurt, $5.4 Million Dredge Bid OK

By ROYAL ARNOLD, BERT NARABO, KEN KABONNER

Honolulu — The dispatch office has a pleasant surprise for the out-of-work list. It is currently at a record low. Every day the dispatch office is placing job orders daily as construction here is increasing.

Many Brothers are using this construction spurt to reclassify their membership to more skilled positions. It is a great opportunity to start earning the qualifications of AGC and EC and the supervisory personnel employed by the members of the aforesaid announced association.

There is a great deal of interest shown at the meetings which have been held so far, and we are very happy to see that the work meeting is able to implement this section of our contract with a very minimum amount of conflict.

As many of the Brothers know, there is at this time being conducted throughout Northern California by a committee of members, a discussion of the new concept of the manning provisions of our contract. In attendance at these meetings are the members, the representatives of AGC and EC and the supervisory personnel employed by the members of the aforesaid association.

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Urge 14(b) Knockout

The bill to end state "Right-to-Work" laws cleared one Congressional hurdle but must still clear another. If it becomes law, then the "Unions out!" forces will be strengthened. If it does not become law, then the "Unions out!" forces are weakened. If it becomes law, then the "Unions out!" forces will be strengthened. If it does not become law, then the "Unions out!" forces are weakened.

One of the reasons why the "Unions out!" forces are strengthened is that the "Unions out!" forces are strengthened. If it does not become law, then the "Unions out!" forces are weakened. If it becomes law, then the "Unions out!" forces will be strengthened.

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 A and Plan B if they want it. People 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 $1 a month for the supplementary Plan B, but it is valuable insurance at this price.

GAPs in MEDicare: BENEFITS FOR yOUNG FAMILIES

BY SYDNEY MARGOLIUS

More - Manager's Memo

The important changes in Social Security itself may have been overshadowed by the historic advent of Medicare. These changes affect younger families and other 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 two 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 built-in against loss of earnings because of total disability. In fact, some 60,000 disabled workers who could not get benefits under the old law, now will be able to qualify.

More in maximum family benefits, from the old maximum of $225, 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 71% percent of what her husband would have gotten if he had lived, or at 65 she can get 82% percent.

Students 18 to 22 now are eligible for payments. This immediately affects about 280,000 youngsters whose benefits had been 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 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 550,000 elderly people.
Weatherman’s ‘Cold Shoulder’

South Fork Bridge, Penstocks Add to Marysville Area Jobs

By HAROLD RUSSELL, BILL WEEKS, BILL NICHITA, ERNEST 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, according to the health cooperating with the economic benefit of cooperation of Yuba Engineers, considering project thorizing an event. However, before the health re-advised, according to the brothers and their families to try to make an extra effort to donate a pilot of blood to our blood bank as soon as possible. We have had many requests from members and their families to participate in the blood drive.

The tests also measured heat; however, here’s where the cooperation 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’s goal is to have the safest working conditions as 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 measurably the Business Representatives, and to continue to have a strong union, we hope this spirit of cooperation continues with everyone working together.

Yu RIVER PROJECT

After long, often heated discussions, the directors of the Yuba County Water Agency have expressed intent to go to bid on the Earls Bar project this year. This huge project, which will amount to approximately $270 million, or 97 percent of what the Brothers engineers, has been in the hopper for some time. A recent appropriation subcommittee is considering $300,000 of federally reimbursable features of the project will be completed by the end of the 1968 fiscal year. The Senate already passed a bill authorizing an eventual $3.0 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.

The original contract administration was resubmitted by the Department of Water Resources in order to issue an additional changing job specifications. Bids were scheduled to be 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 powerhouse, is expected to cost $5.5 million.

PENSTOCK JOB LET

Work and Pfeiffer Iron Works, South San Francisco, was low bidder to supply intake structures, amounting to about 11 percent of the penstock intake at Oroville Dam.

Medical’s $1,550,050.50 offer, more than $500,000 below the Department of Water Resources estimated cost of $2,070,330 for the project and consists of $494,338 for stainless steel and $1,131,032 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 powerhouse to produce electrical power.

The job includes furnishing, fabricating, and delivering approximately 72,000 square feet of stainless steel trusswork and twenty-six 40 by 44 foot control structures. Using stainless steel in fabricating the trusses is a new concept in this type of operation.

THERMALITO POWERPLANT

The first of more than 135 coble yards of concrete was poured last week by Guy F. Atkinson Co., contractors for the construction of the Thermalito Powerplant. Work has centered mainly on excavating a 130 foot deep pit in lava rock along Grand Ave., in Thermalito. The powerhouse will house four generators producing 150 megowatt 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 huge crane “white elephants” with eight public yard buckets pouring concrete into the deep excavation.

The powerhouse is being constructed at the base of the Camp- bell 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 recreation by the powerhouse.

WORK ENDS ON YUBA JOB

A 3.7 mile section of Marysville Road in the Oregon House area damaged by winter storms, is completed. It was widened and a new $2,126,700 offer to improve 0.2 miles of Route 38, between one mile west of Devil’s Corral and Main Street in Marysville. Plans are for grading and paving with asphalt concrete.

The western half of the project was started in May and an improved alignment as a two-lane expressway with provision for future widening.

A 285-foot three-span reinforced concrete bridges is to be constructed across the Sutter River.

CHICO HIGHWAY

A $167,000 highway reconstruction project started on Highway 99 in Chico north of the Explanada at A. Teichert & Bros. Inc. The two-lane highway traffic is shifted to temporary lanes to the east. A19 mile section of Highway 99 is to be completed by November.

NEW JOB AT SUSANVILLE

Crooka-Marina, of Fair Oaks, submitted a low bid of $2,176,850 to improve 0.2 miles of Route 38, between one mile west of Devil’s Corral and Main Street in Marysville. Plans are for grading and paving with asphalt concrete.

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Cliff Comer who sits in a cub on the bank works on the signals. It's a very interesting job where you have to be very precise to 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 for an expected good season in Lake County. So far the material is going smoothly with every turn of the automatic ovens being completed quickly which uniformly does well all concerned. (We are sorry to report that Brother grilled, Miller, who has been working at the plant as a mechanic, was injured while working the conveyor. He is now recovering at Lakeside Hospital. The incident involved broken ribs and a dislocated shoulder. Before it could have been a lot worse as it is taking quite well and patiently for the bones to mend.)

Simpson and Hubbard have just about sold their job at Bouville but presently are going right back on that job with a cement crew near Kelseyville.

Granite Construction has now cased 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 various jobs in Lake county.

Bing Construction are hunting for a suitable job for working in this area.

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

Syrac and Harms have been given a commendation for the splendidly way in which they finished the Steel Lane overpass job in Santa Rosa. Bausque go out to Brother San Sandulics who has been the project manager. Incidentally their highway job located near Monte Rio is also going along quite well.

Arthur Son, Wine and McClintock, Argonaut Construction, Reicbhold and Jackworth, and Streets Construction are all employing a goodly amount of operating engineers on varied projects such as state highways, subdivision and dam work plus the fact that they are quite active in the city streets of Santa Rosa.

Charles Chandler, Jr., is now preparing to publish a similar job west just west of Santa Rosa. Also on the payroll is D H and G (million dollars) and with weather conditions presently in their favor both contractors are working on a 10 hour and 6 day shifts. They know, along with a lot of other people that when the rains start their operation will be curtailed somewhat.

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

KINGS VALLEY

We are somewhat and over the fact the Knights Valley Dam project (anticipated to cost in the vicinity of $166 million) has been stalled and operational actions will not be taken until this year. It is our understanding that the House Committee on Public works in Washington censored 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, there are at least three and half million dollars have been so far as the rivers remain rather in the same condition as in the days of the old Creek Dam is concerned (about $3 million dollars and the exploratory drilling operations have been completed. However, we don't look for actual start of construction under the latter proposal until the early part of 1967 so please don't all rush to this area as was suggested before, in Oviedo, for it is still too early.

BENEFIT BALL

The next benefit ball generat 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 all are donating the services of over 200 people. A few draglines along with the Bar-Rancho Restaurant and Motel are donating the space. The tickets sold $1 and every body is assured of a real good time, especially knowing that all money raised will be used for such a good cause. Incidentally tickets are available in the after noon and evening of Sunday, October 10th.

SANTA ROSA — With most building activity on the payroll; Bing Construction

There are many who take to the bills for their hourly wage of deer meat which has been coming in fairly steadily since the opening of the coastal deer sea son. We realize this area does not bring out the "big buck" but there have been a number of the smaller ones.

Now let's talk about the work because there appears to be a similarity in that the work in the area is considered in the "small" category just as the contractors have found out.

As far as the "Big Buck" (in terms of money) is concerned we find it as great number of Engi

niners who have worked consider ably on the highway jobs have in the past and the pay chocks have been greater than the hours been working.

Floods, which caused so much havoc for so many people, created a lot of work and there have not been a lot of the small ones.

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

The project manager "Fine Gay" is on his way to New York and then on to a job where he is scheduled to start a substantial project. As usual "Fine Gay" for the cooperation extended while working in this area and good luck in your next adventure.

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

Gordon Ball has been moving almost continuously from one town and a half million dollar freeway job which bypasses Ukiah. The good part about this crew is that they have been real well and the con crete is in which means the main portion of the work has been completed.

Granite Construction is working on rip and road work north of Lagoest and on a fairly small project which should end this week.

Earl Parker and Clay Glay Construction is working on their $25 million state highway job being built west near Caspar.

Two solid weeks were lost because of the plague black plague but everything is going strong now.

A bid has been given turned away by the same company as the one used at Ukiah but it is interesting to see in operation in this area. The two booms each being their full length have been set up on each side of the gulf where the bridge will eventually stand.

A cable stretchs out between these two booms and the various concrete pours and lifts are controlled electrically by operator Continued from Page 4

Steel is one with paying to start early this month. The moy ing averages are going two steps, and two good crane crews are handling material for structures.

Fredrickson and Watson Co. has a long way to go on excavating the freeway job at Willits. All top hand heroes and the crews. Bishop is doing the structure work. Brewer & Horn have a number of men handling the top part of the import. Local 3 Wanta bankers are the company and our engineers for their cooperation in the recent fire being made by the State Department of Health in obtaining sound and heat data.

EL LE & RIVER WORK

K. Earl Parker is progressing on the Stoner River bridge work repair job with five engineers. Elmer Wondt has the Sacramento River bridge protection job in the finishing stages between Knights Landing and Colusa. Vice-President lederich started a similar job north of Colusa. Vice-President will import embankment from Hallwood and rip and road from a quarry on Spring Valley Road near Sugar Valley.

Mama Equipment from Ter lock is removing snags in the Feather River between Verona and Oroville near the south end of Marysville. There is more work to be let on jobs which involve the Sacramento River later on in the season. Some of it is debts recoverable bank improvements.

A. Tichler keeps several crews going on embankments around the Twin City, Baldwin is short of work in this area but manages to make a few engineer

BEALE AIR Base

Stoile, at Beale Air Force Base, has a crew of engineers on the payroll. King Construction has the sub-contract to furnish aggregate and paving of park ing areas and streets. United States Contractors has the underground work with eight employ ing at the center of Chicagay Bridge and Iron finished the first yard storage tank. The Capehart project is being held up resulting from a protest from contractors on the matter in which the job was let.

INDUSTRIAL REPORT

During August we have nego tiated new contracts for many South Fork Bridge Bid Let; To Start Soon

South Fork Bridge Bid Let; To Start Soon

New Twist In Housing

Some new features, and expansion of almost all existing programs, were included in housing legislation approved by Congress. The program will provide rent subsidies for low income families and individuals. The money will not be a benefit, however, but a subsidy, as the poverty level of $1600 and pays $600 a year, the government will pay the difference between the full rent of an apartment and the portion of the family occupying it. The government will pay the poverty level of $1600 and pays $600 a year, the government will pay the difference between the full rent of an apartment and the portion of the family occupying it. The government will pay the difference between the full rent of an apartment and the portion of the family occupying it. The government will pay the difference between the full rent of an apartment and the portion of the family occupying it. The government will pay the difference between the full rent of an apartment and the portion of the family occupying it.
Tragedy Strikes at Hole Hole
Opening Bids at W-F Freeway, Sept. 22

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

SAUCENTO - Bids on the reconstruction of the M.K. Tragedy remainin W-X street Freeway 22. Estimated costs run "true". Kaiser Inc. has stymied due to ects, are Ball and Olson of freeway leading to the airport. with tl 'oublEi Comple, and has had the concrete and should have no crew s l1ave the concrete.

At the County Airport, most Tragedy struck this area Aug. Interstate 680, which will be "falsework" on delivering the heavy dirt work is "falsework". A four mile tunnel and all runways. The Auburn dam will be linked with other elements of the Central Valley Project and will sup- ply flood control and storing water for agricultural, municipal, and recreational uses. The first formal proposal for its construc- tion was made in Congress in 1958. Kochel noted that interest payments on part of the cost for power production and municip- ical water delivery will run to 417,000,000 and the Federal Government eventually is expected to receive 400,000,000, which will be available to an in developing additional re- quirements relative to CVP. Following the Senate's ap- proval, Kochel remarked that it works now are well under way to becoming realities, filling a great need which has been recognized for a long time the they were being con- cerned. The Board of the state Development was under way to finish...
San Jose Rises

New $3 Million Medical Science Building

By ROBERT S. SKIDMORE, G. LAWRENCE BARTLETT, JR., and JIM HALL, and LAKE AUSTIN

SAN JOSE — Construction is now underway on a new 30-story Medical Science Building in downtown San Jose. The building will be a $3 million landmark for San Jose by next March.

The lead contractors in this new project are Carl N. Swensen Co., who is the contractor for the San Jose Stockton Bridge, and George Wilson Plumbing Co., who will be working on the grading and paving at this site.

George Wilson Plumbing Co. has two other jobs in the area. The first is the San Jose Municipal Building, which is a $1.5 million project, and the second is the San Jose Public Library, which is a $2 million project.

The building will be 19 stories high and will have 140,000 square feet of office space. It will be located on the corner of San Jose Boulevard and San Francisco Street.

The building will be designed by the well-known architect, Frank Lloyd Wright.

WATSONVILLE

Work in the Watsonville area is being delayed due to the heavy rain. The project is scheduled to start in March.

The project is a $2 million job to construct the new Watsonville City Hall.

The project is being delayed due to the heavy rain. The project is scheduled to start in March.

VACATION PLAN

One of the most interesting jobs in the area is the tunneling work on the San Jose Municipal Building. The tunneling work will be done by the Los Angeles Tunneling Co.

The jobs will be completed by the end of the year. The tunneling work will be done by the Los Angeles Tunneling Co.

The jobs will be completed by the end of the year.

Rain, Rain, Go Away

Eureka in Full Swing to Beat Weather

By RAY COOPER, BUD HOLLETT

EUREKA — Eurekan weather is plenty of work, and long hours are the pattern for construction workers during the Redwood area at this time.

It is getting into that part of the year when we are on our toes without much breathing room. This year is not much different from last year, with the exception of the closer national and international political weather, and December time demands.

Green Construction Co., added $1.25 a week to the railroad maintenance and Smith is working on the shoulders and access roads.

Ebert-Sparkin is working hard on the Pacific Veneer Co. Mag. project, with Joe Ingersoll's crew of seven men and two sets of doubles hauling dirt out of the hole. Jack Campbell, working with the railroad, said that the work is being done in record time.

The San Francisco River is flowing at record levels, and the work is being done in record time.

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Home Run Season

Levee Job at Sand Prairie, near Redding

Moore Pence Co. has numerous jobs throughout the County. Their Eel River levee job is extensive, and Blue Mud Road is nearly complete. They have had a hard time this spring on Eel River levees, but are certainly in the right material for various jobs.

All work on the Eel River, which is the Smith River, on the Smith River, and the roads around the lake.

MORE FOR BRIDGES

In addition to the new bridges under construction, the Division of Highways has allotted $5 million more for bridges destroyed during the flood.

Gibbons Construction Co., of Vista, will be moving in on the newly awarded Eel River levee job at Sand Prairie, near Redding.

Pine Valley is building a new levee on the North Fork, near Redding.

Tres Pinos, starting 3 miles south of Hollister. Completion time is set at 110 working days for installing asphalt concrete roadbed.

SALINAS AREA

Modeena Construction Co. started the last phase of the canyon road expansion, Leggett, canyon road, also the-overlay job, will be done as a unit with the project in the Southern Area.

Green Construction at the San Francisco River, 35 miles from schedule 87 should complete sometime in November.

The project is to remove their overlay job east of San Louis and Frazier County Line.

Granite Construction seems to have gotten much larger jobs on the San Luis Canal Committee with many happy hours and happy hours.

The $250,000 Hack Parke road improvement plan has been old. The project calls for making Hack Parke Road from the city limits to San Luis Road 60 feet wide from Hack Parke Road, it would be widened to 32 feet.

A new impact range calls for the road, which Hack Parke Road, through Freedom and the dueling of the existing Hack Parke Road to the County, the State is not willing to back and will be taken over by the County.

The project is to include fire-fighting service, without County participation.

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Weather Dampens Outings, Not Spirit

By TOM EICK, ED DUBOIS, LES CHAPMAN

Browning is still on this job. Faselk and Young still have the job from Redding. The equipment is in high gear. Faselk says it will stay that way until the rains fall. File No. 1 is still working, but under very treacherous conditions.

By the time you read this, Morrin-Kinison should be finished on the job in the Bridgeport area. File No. 6.

R&S Construction is finishing up a few of the Brooks jobs.

R & W Construction Company is working two shifts a day and 11 hours a day. Each of the bosses has his own crew and they have the hours the Brothers are working. T. R. Williams' Supervisors will finish this fall. This job is on the Klamath River road between Happy Camp and Shasta Camp.

Hughes and Laud and Gibbons and Reed is now spread out from the river to the Road over a million yards of paving and rip-rap along the Klamath River. W. H. Chadwick says his equipment is in better shape to help out on this job.

The Hughes brothers are still working the dirt and moved and most of the rock keyed on the highway job at the Oregon line. Fred Gibbons is still covering the asphalt paving.

Morrin-Kinison has everything in order and they continue at the Iron Gate Dam at Hyland Creek — they just got their 80,000 concrete blocks ready before fall.

Fredrickson and Watson is laying the C.T.B. on the roads and have started up paving along the road from Red Bluff thru to the south end of Reen Bluff. They are also getting up for the rest of the highway coming to Corner where Peter Kielow & Sons will join them. They are probably a total of 40 Engineers working and vows to have more as they start the ceremonial job from Thomas Creek to Stony Creek.

This has been a perfect season of work for them, percent completion 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.

Good Ball is about 50 percent complete and moving out their equipment. Their report states they have had a large number of accidents on the highway job. They have 14 men who will be out of work by the end of August. They still have 14 men who will be on the "Out of Work" list in another week or so. This is a good season for them. With the equipment available.

Norman I. Fadoul working on the Amboy Freeway is about 50 percent complete and is supposed to finish May 10th. They still have a bridge to build over the railroad, and the other bridge to build over the river, and they still have to put down a road to a fill to host. To date they have moved about 800,000 yards — this will be down in 5 days by 5-day work week.

Valley Engineers have continued their usual great work, 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 still full tilt on their water project to Redding with 23 Brothers. The Brothers are only working 75 percent complete — approximately 47 percent completed with this job. Bud Cox is the Business Manager — he works 7 days and few spots before it raised — leaving everything in 560 shape when it does.

A. Teichert & Son have four subdivisions going in Redding, street improvement, sewer jobs, 2 schools, 10 private jobs, I over in Trinity County and numerous out of town jobs. They are keeping 20 operators quite busy.

In the world we would think it would rain in Redding as hard as it has — in the month of August. As the old timers say — it's most unusual weather — but they have many memories in California. It is always most unusual weather — it's either too hot or too cold.

R. R. Paselk says he has the other half of theBi-otliers and has the other 50 percent of their job. He reports they are still keeping the Supervision thinking and rain. They will do any job they can.

Peter Kielow has the other half of the Bi-otliers and most of the rock laid.

Morrin-Kinison of the Parker transmission line which runs from Indian Springs to Redding, has already had a similar job.

A. E. Soder, A. E. Davis, L. B. Davis, O. P. Soder, III and D. W. Conner have the other half of this job.

This is the highest total for September, 1965.

However, perhaps it is possible to do some straightening up normal, routine change. It always happens when you are carefree on the job. The weather gets in the way and everyone is the last one out.

Case Two: This, actually, involved two separate accidents, in the first one with a dozer and an earth molder. On the one hand, an operator was going downhill on a 15 percent slope. He lost control and apparently tried to "hank" the roller. It tilted over — resulted in a death. The other roller, in another area, was working black dirt and was out of control when the driver rolled it over — new fill. The roller plummeted 300 feet down the soft slope, killing one of the men.

Case Three: Beware of falling equipment. A man was working over a drop off "dead down" on the edge of a bank. A rock rolled down, killing him, giving him the back brace, the shoulder blade and causing a lengthy stay in the hospital.

Another Brother, while clearing a right-of-way, on a "D" Cat, came, came head to head with a tree. While attempting to maneuver around this obstacle and keep from killing him, Note: there was no protective concept on the rig! Why did he attempt the job without protective equipment?

Brothers, take it from me — keep your head and wins under center and live a little longer. Don't get caught unawares; it could be a case record. Don't learn by accident.

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 Valley Rd. and good. The City of Reno put its roads to get too deep.

Fred Fryer has the other half of the road in town. Fryer's is putting in the best roads which runs from Indian Springs to the powerhouse near Round Mountain. It is a rough job to work all winter. Let's hope so, although we are sure the snow falls in this high country.

Withelman Construction Co. started on the 8-lane road job north of Carley. Although they only had 3 men they have a little more rock to lay and the snow may catch them.

Bob Jones has finished about $25,000 worth finished in up to Likely. W. M. Brown is still on this job. Faselk and Young still have the job from Redding. The equipment is in high gear. Faselk says it will stay that way until the rains fall. File No. 1 is still working, but under very treacherous conditions.

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**Hub of the Peninsula**

**Negotiations Take Time, Lots of Patience**

Oakland Area Alive With Work

**BY ED HEARNE, L. L. "TINY" LAUX, STAN GABEER, JERRY BLAIR, AND TOM CARTER**

OAKLAND—We are happy to see all of the other contests 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 trite 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 pumping concrete and hoist, but many are younger men with no such physical limitations.

Beginning in September, this problem will start to solve itself thanks to our negotiating committee, which was headed by Business Manager, Al Clew, we will start placing Journeyman Operators 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 on a Journeyman Operators where they are not out of work and want to improve their chances of going to work.

Downtown Oakland is the scene of much activity with several underground construction jobs on the relocation of utilities to make way for rapid transit. Tunnels form becomes started at night, but a bit of inconvenience now will make it worth it later.

Several buildings are being erected which give employment to our host operators. Demolition 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 Nineteenth 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 Trell Bros. and Andellici Inc. of Hayward.

**SOUTHERN COUNTIES**

The southern end of Alameda and Contra Costa Counties seem to be alive with work. There are freeways, canalsJobs, pumping plants, underground work and all ways activity at such contracting concerns.

Here are being called for grading, widening, and preparation for an interchange over the Hayward, east of Crow Canyon Road and will be about 1/4 mile in length, grading and forming concrete on the fill, miserable work for most operators since none of the equipment available on the project.

Caltrans, low bidder was low bidder for 52 miles of 10 inch pipe to be laid between the Shell Refinery at Martinez and the El Cerrito Belt. 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.

**NEWTON'S REPORT**

Best wishes for speedy recovery to Bros. Pete Bonham, C. Whelan, and J. Ritter have been in the hospital for some time, and return to work soon.

**RITTER'S REPORT**

The job is still underway, there are a number of new companies interested in the project. The next meeting will be held on the 14th of this month, at the office of the President.

**JOHN WILSON**

A job in the area is still under way, there are a number of new companies interested in the project. The next meeting will be held on the 14th of this month, at the office of the President.

**RICK EICHNER**

Has a new job at San Mateo, with six or seven operators, completion date is September 14th, about 40,000 yds.

**VICTOR A. NITZEN, Inc.**

A nice job at San Mateo with a good crew of operators.

**LUIS WENDT**

Has Bel Marin Keys going well with the new traffic signal and the traffic, operators on W. Marin as usual, is a real problem. This is for their projects.

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It's the Weather

Utah Projects Hit by "Unusual" Storms

By HUGH BODEN, JOHN THORNTON, MERILNE BOWMAN,
JAY NEELEY, VANCOUVER, JACK SHORT, and TOM BILLS

SALT LAKE CITY—Between most unusual weather, work threatens to hold it in a holding pattern.
The entire state has been pummeled by a succession of rainfall showers and thunderstorms which have seriously curtailed operations. Wall Street, with notable exception in the southern end of the state. Cedar City is under an entirely different situation which brought mud and water down from the mountains and deposits of debris that blocked traffic for some time. It arrived with such force that a large section of retaining wall surrounding the local cemetery was demolished, letting the rains pour water knock down headstones and scattering heavy resid-

We are happy to report that Brother Art Irwin is now receiv-
ing the treatment he needs. The week was strenuous last year with sever-

of our efforts of fireman and representatives of Local 24 at the bargaining table. Brother Irwin will be able to enjoy this benefit. This is only one of the many benefits whereby your negotiating committees are continuously fighting for.

NORTHERN UTAH

Freeway Work in the area is providing jobs for many members. Several of the sections are near completion. Parsons Construction has two projects under con-

Fife Company has two other jobs in the Salt Lake area, which just started this summer, and one on Harrison Bridge which we have been promised for three months and a day will start the work this week.

Leu Jones Construction of San Jose has two projects in the area, one of which is to structure the construction of an auxiliary road to the West Side Freeway, the other consists of a bridge in the Salt Lake County, a joint venture for Fredrickson, Watson and Leu Jones Construction Co. for $60,000.

In addition to the structures mentioned for the Freeway, the Leu Jones Company will do all of the remaining structures for the third phase of the Western Contracting Corp. contracts which parallels the P. W. & J. O. Route 96.

Longer Construction of Las Vegas is also being completed under the Western Contracting Corp. contract recently completed by A. Tiel-

The job was let at $95,000.

The work is going on at a rapid pace, and will be completed in the next few weeks.

This is a very important project for the area, and we hope that the work will be completed in the near future.

U.S. Employment Set For Now Record in July

More Americans were employed in July than ever before, the Labor Department announced last week. Total employment in the USA reached a new all time high.

Unemployment dropped to 3,600,000.

COP PAIN?

"How did you happen to the "policeman"?"

"I didn't hit him," complained the motorist. "I just showed him a stop sign. I stop, I yield him, I go across the street. And he falls."
Apprentice School Starts; Manning Clause to Help

There are about 50 apprentices working on Highway 99 between Tulare and Salinas and more going to work each day. The apprentices are working on what is called the 2-53 section of the project. This job has an intensive high line set up for the new highway. A two apprentice on this job as well as Morrison and Kinsey’s has been able to keep the job moving without stopping completion starting at Williams and going north to Eureka. Gordon Bell has two apprentices on his highway job at Ukiah and doing well. Also, we have apprentices in Lake County with hugs and also in the Marin County area. Apprentices are doing quite well with Centoni and Sons, Gloriti, and McPhail’s. Ukiah is doing fairly well with their own program for our mainstay for apprentices in that area.

As one drives along Highway 101 in the city, it will be seen that the standards are being maintained.

Facelift ing

Fresno Downtown Taking on New Front

By Joe Miller, Stan Ber, and Gene French, and Claude Gom Domenico

FRESNO — The Fresno District is at its seasonal peak. All jobs are moving ahead with the exception of those just awarded.

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

Industrial building is on the way with William, Ehrman, Leed, and other contractors working on 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 birthed. A major portion of the central area of Fresno, Carl of old buildings of all types, is being constructed to replace the old.

Some additional buildings in the downtown area will be new when completed.

The out-of-work list is very healthy for all the membership is working. We expect this number to change until the end of the year or the beginning of the rains, which 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 the industries that we serve in construction.

Our efforts have been fruitful 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 few months.

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 large majority.

Negotiations are nearly complete with the Miller Ford Tractor Co., of Fresno.

We filed a petition for election with the NLRB on behalf of the workers for the Miller Ford Tractor Co., of Fresno. If the 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 B & G Joint venture is just starting the second of the two projects recently awarded to them.

Two of these projects total near 500 million, and will employ many Engineers for a couple of years.

B & G continues to make good time on Exchequer Dam, north of Merced. This project is expected to be finished by the end of the year and will keep the Brothers working for the remainder of the season.

S I A N L U I S D A M

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

The San Luis Dam continues to go on and grow.

As one drives along Highway 101 you may observe the north end of the dam, which almost is what the finished product will look like. A person in heavy construction work will 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 a trip to see. It is a beautiful sight to observe with the ribs of concrete making its way through the country. Realizing that once the water is in the canal there is a remote chance that we will ever see it again as it looks today. Speaking of ribs of concrete, the Gordon H. Ball Co., doing the work on a section of Intero State Highway 5 started paying 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 ribs of concrete in this area.

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

Unlike their relative down on the Peter Kiewit Mendota job, they will not pass these sections for the time being as the California Division of Highways opens bids for the paving of this section of Interstate 5.

Another key to the facilities of the San Luis Dam is the fact that Morrison and Kinsey are putting in the finishing and lining equipment.

We were told that it is their hope to get started with new equipment and start on Reach 3 and 4 of the Peter Kiewit project. This will finalize these two portions of the dam project.

We had in the area again Dr. A. P. Henschell, of the U.S. Public Health Service and Dr. R. D. Ottolino, 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 astronomers 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 very cool and pleasant. Let us hope it will remain this way, at least until next July and then clear all.

OBITUARIES

AUGUST, 1965

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District 9 - 10-65
**SACRAMENTO**

The Sacramento office extends its sincerest sympathy to the families and friends of the following deceased Brothers: George R. Bain, James E. Cox, Williamson 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 Weigle, who was accidentally killed on August 10, and to Brother Maurice Morton, who has lost his wife this month after being widowed previously.

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

**SAN RAFAEL**

Brother Bob Byam, Lube Engineer for Solland Company, dropped in to say “good bye”—he is heading for Salton 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 Solland Co. Cal off a truck at the South 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 Magnotta has been induced into the Coast Guard and has taken out a service withdrawal.

**CHICAGO**

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

Congratulations to Brother Lee Hunter on becoming a grandfather.

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

**REDDING**

We all wish to express our sincerest sympathy to the families and many friends of our late Brothers: A. F. “Blackie” Overman, Doug Murray, Charlie Stone.

A speedy recovery to the following Brothers: Bill Hyder, Fred Brock, Jim Landgraf and many others.

During the month are: Orville E. Norris, Robert Helsher, Ruby Vardenela (Mrs.), Avis X. Collins (Mrs.), Kenneth Cunningham.

We are still holding checks for the following: F. E. Crowe, 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 Hasekamp, Arthur Hasselbring, Eugene Damron, Ed Locke, Al Gifford, Mariano Roman and Leon Webb.

**MARYSVILLE**

Brother Ray Doles thanks the men of H. Earl Parker’s Fort Bragg and Harding Flat Jobs for the kindness and help given to him after an accident.

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

Brother Ron McDonald has been moved from Redwood Hospital to Mercy Hospital in Sacramento for surgery. Also hospitalized this month were: Lawrence Matthew, 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.

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**TUBE—Rapid Transit’s artist conception shows how S. F. Bay submerged tube will be placed to transport high speed commuter trains 6 miles beneath waters of Golden City.**

**Personal Notes**

**SAN FRANCISCO—Construction details were announced recently for the Trans-Bay rapid transit system.**

The massive tube, together with its specially-conceived appurtenances, will extend nearly six miles across the bay, connecting the future rapid transit subways of downtown Oakland and San Francisco.

It will be the longest of its kind in the world, having de
deployment of a similar type crossing which has been pro
duced for the English Channel.

The project will involve two different methods of submarine construction—sunk tube assembly and conventional tunneling.

The sunk tunnel segment will occupy a four-mile trench dug about the floor of the bay, reaching a maximum depth of one foot 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 the consulting engineers, Parsons Brinckerhoff-Wurster.

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

In total cost is estimated at $32 million, to be financed, Shuford said, by automobile users through the allocation of sur

total revenue from the San Francisco-Oakland-Bay Bridge. The bond titles were authorized by the State Legislature to augment $11 million in general ob-
dication bond funds approved by the Bay Area voters to finance the whole of the transit system's construction.

First of the individual tube contracts will be let next month—for fabrication of a special steel casing designed to serve during initial stages as a construction base and later as a permanent ventilating structure. The culsum, measuring 11 stories in height and 68-by-225-
feet in horizontal dimension, will be advanced approximately four 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 culsum, indi
tidual tube sections will be con-
ected together on the floor of the bay to form an underwater tunnel to the Oakland Mole.

From the culsum level, 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 tun
els will extend another 4,000 feet below the floor of the Ferry Building, just south of its center
tower.

**Lodges Explain Medicare, Social Security Improvements**

Grand Lodge Rep. George Nol
sa, IAM legislative representa
tives, recommends two new Gov-
ernment benefits that explain the

**What Labor Wants**

"We want more school house and less jails, more books and less animalism, more recreation and less vice, more constant work and less crime, more leisure and less greed, more justice and less re

ve¬in fact more of the op

jectives to cultivate united

tures, to make mankind more noble, wondrous, more benefi
cial and childish more happy and bright."—Samuel Gompers.
Safeguards

The recently revived Construction Safety Orders became effective August 10, 1965, by the Industrial Safety Board on June 10th—banning two years of injuries to workers and public in work and public hearings in San Francisco and Los Angeles.

Chairman 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 revived Construction Safety Orders are another step in the direction of greater safety in a multifaceted effort to cover new methods, new processes, and new products produced by new technologies."

A previous step was the appointment last year of Governor Brown's recommendation for 23 additional Construction Safety Orders for the Division of Industrial Safety.

In echoing the Governor's words, Brown emphasized: "Safety is not new, like to say how much I appreciate the help of the Operating Engineers and other Lions. This is a very important area and we hope to get the Orders up to date in the first revision since 1957. My particular thanks go to Dale Murray and Frank Walker of Local 2, Joe McMillan, Wackett, Jack Greenstreet of Local 3, and Al Boardman, now a member of the Industrial Accident Commission."

Their wealth in 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 Orders serve as a basic guide to special interest to operating engineers.

**SAFETY PROGRAM**

While the Olds required all construction employers to have a safety program, the new Orders require all employers, many employers, at least twenty.

This has been changed in the revised Orders. Employers must now, regardless how few workers they employ, must have a functioning safety program. This includes a code of safe practices, trained safety personnel, and safety meetings conducted regularly at each job site.

In addition, employers must now post safety notices of any event every month in danger safety problems and accidents that have occurred. This is in addition to the role that supervising engineers are required to play in this building of "safe sites" safety meetings on the job at least once every ten days. The revised Orders are in need to emphasize safety.

The functional safety program requires perhaps the most important requirement in the revised Orders. By now we recognized that continuing safety activities are essential in the fight against industrial injury prevention in construction.

**CONTROLLING SURFACE DUST**

To protect workers from dust hazards in drilling holes in rock, dust pads are used. This material, all power controlled air drilling must include the "use of the water or chemical solutions... or other equivalent means."

The revised Orders also include various "damp drilling," "detergent drilling," "modified wet drilling."

A few copies are still available at the San Francisco office, October, 1965, including 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 specified positions where there is a hazard of falling.

**CRANK COUNTERWEIGHTS**

Crank counterweights are now limited in weight to the manufacturer's recommendations.

**EARTH MOVING**

The revised Orders require better brakes on hauling and earth-moving equipment, and impose restrictions on speed.

The Orders specifically states that "Cranium head must not be operated at speeds that will endanger the driver or crane; and they give the Division of Industrial Safety authority to establish standards for cranes, brakes, grades, trolley lines, and mechanical limitations on earth-moving equipment."

This should help to put an end to many accidents (including the death of rig contractors) by excessive speed.

An important requirement calls for canopies or other adequate protection for operators that we can work on or near dress to also be required in such circumstances. These welcome additions have been made in order to enhance the general safety of operating engineers. A new Order relating to breakage of cables requires better access to crane parts, and effectiveness of emergency breaking of load limit switches.

**HOPE FOR THE FUTURE**

I believe that the revised Construction Safety Orders prove an effective weapon in the battle to reduce the greater safety in the major California industry.

And I am hopeful that both labor and management will serve not merely the wording but the intent of the Orders, so that the swings of labor of more for the overall and for the common interest.

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."

"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 is a right of man. They are denied the opportunity to participate fully in the promise of America life because of inadequate education, unsatisfactory training, residence in social, psychological, and social physical isolation. This is the purpose of these circumstances."

"The Governor added: "Labor Day should be a time for all Californians: particularly those of us who are in the fruits of labor - to rededicate ourselves to the struggle of setting the example of the men and women of this state and nation in order that we may co-operate in an equal opportunity to participate in the bounty of our country according to his labor."

**WANTED TO BUY**

**Rules for Submitting Ads**

* Any Operating Engineer may advertise in these sections without charge for PERSONAL PROPERTY he wishes to sell, swap or purchase. Ads will not be accepted for rental, personal services or idle lines.

* PRINT OR TYPE the wording you want in your advertising on a separate sheet of paper, exactly as you would like it to appear in the newspaper. Include your mailing address and telephone number.

* Allow for a time lapse of several weeks before you will be notified of the receipt and receipt of your ad by our readers. This is to allow for the possibility of someone purchasing the property you have advertised.

* Because the property will be offered by telephone to our subscribers, your name will be dropped from the newspaper after three months.

* Address all ads to: Engineers Swap Shop, AL CLEM, Editor, 474 Valencia St., San Francisco, Calif. Be sure to include your 5-address number, your 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. SOC. SECURITY NO. NAME OLD ADDRESS CITY NEW ADDRESS CITY

Clip and mail to Engineers News, 474 Valencia St., S. F., S. Calif.
Hite Arch Bridge

A Test of Man's Skills, Ruggedness in Beauty

Deep in the red rock country of southeastern Utah is a hardy group of men battling the elements and the other hardships of a nearly isolated existence, to construct what will be an enduring tributary to architecture, the skills of man and a compliment to the rugged beauty of this land.

These are the crews of the Steel Erecting and the W. O. Gibbons Company 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 great roads 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 reach several hundred feet to the rising waters of Lake Powell, with a backdrop of even higher towers, and skyscrapers in all directions.

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

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 terrain 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.)

Sonic Hammer Awes Utah Construction

BUILD IT—The Bodine Piezidriver made its appearance in Salt Lake City on the new telephone building. It's the latest creation to eliminate noise and vibration. (See story)

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 Co. is now building the leads and is ready. Here are some of the facts pertaining to the operation of this great machine.

It is an invention of Albert Bodine, a farmer 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 can be energized or vibrated at its resonant frequency with sustained elastic vibrations. Vibrating longitudinally at the rate of 11 cycles per second, it seems incredible of responding elastically.

Beds 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. Friction upon 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 causes, however, the contact between soil and pile is then often better than with conventional drivers, primarily because of the very local packing produced by the fluidizing friction.

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

DISTRICT MEETINGS

ALL START AT 8 P.M.

ALL START AT 8 P.M.

OCTOBER

DISTRICT 10

Utah, Thurs., Sept. 2, Labor Temple, 10th & State St.

DISTRICT 5

Fremont. Tues., Sept. 7, Elks Hall, 2121 Giles.

DISTRICT 12

Salt Lake City, Sept. 9, Thursday Hall, 443 C. 2nd Street.

DISTRICT 11

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

DISTRICT 1


DISTRICT 4

Eureka, Tues., Oct. 12, Elks Bldg., 300 Broadway

DISTRICT 7


DISTRICT 6

Marysville, Thurs., Oct. 14, Elks Hall, 900 Hill Street.

SUB DISTRICT 1


CREDIT UNION MEETINGS

Sept. 21, Tues., in Eureka, C.

Sept. 22, Wed., Redding, 100 Lake Blvd, 7 p.m.

Sept. 22, Wed., Redding, 100 Lake Blvd, 6 p.m.

Sept. 23, Marysville, 10th Eye St, 8 p.m.

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)