



First Aid Training Program is Offered to all Local 3 Members

Business Manager Al Clem announced this month an ambitious all-out assault aimed at cutting down increased accidents happening to Local 3 members on and off the job, and nearly 1000 volunteers have joined him in a jointly sponsored Local 3-American National Red Cross "First Aid Safety Program" designed to "help Safety-Proof" the members and their families.

"Our purpose is to give the Local 3 Operating Engineer and his wife the opportunity to join in learning to handle first aid problems as they arise, whether on-the-job, in the home, on the highway or at play," Clem said.

He pointed out that the five-week class sessions, two hours per night per week, will help assure that even in the remote pioneer areas, if enough members graduate from the first aid course, there will be someone within range to render aid.

The program is the largest of its kind in the nation's history where a labor union and the Red Cross have teamed-up to help stamp out unnecessary deaths caused by ignorance of good first aid and safety methods.

The Red Cross headquarters in San Francisco is helping to co-

ordinate the program, and it has jurisdiction over 12 western states.

The Local 3 program initially will cover the 46 counties of Northern California, in addition to Northern Nevada and Utah.

Plans are being formulated with national offices of the Red Cross to include Hawaii in this massive frontal attack on first aid.

Classes start this month in all areas. The Red Cross is making all physical arrangements concerning times and places and has hand-picked qualified Red Cross Instructors. No one, who has not qualified as an instructor, may teach such a course, according to Red Cross coordinators Stanley Wyatt and Joseph Rodell.

They pointed out that even a doctor or nurse is not qualified to teach this course if they hadn't graduated through the three stages of instruction.

The first aid program begins with the Standard First Aid safety course which includes a total of 10 hours of classroom instruction. The second stage is the Advanced Course with a minimum of 16 hours of instruction.

After a person completes both the above courses, he may finish with the Instructor's course after 15 hours of instruction.

Many Local 3 members will be instructed in the Advanced and Instructor classes, however, a majority will be taking the beginning Standard course.

Clem pointed out that the Local 3-Red Cross First Aid pro-

gram is endorsed by the U. S. Labor Department's W. Willard Wirtz and by George Meany, president of the AFL-CIO. Both commend the Red Cross program as "an essential part of on-the-job safety goals by helping to create better equipped skilled craftsmen safety conscious and able to lend a hand when it is needed."

With an increased volume of construction throughout the jurisdiction and faster, more complex equipment and tasks at hand, Clem pointed out that accidents cannot go unchecked and must be met head-on when they do happen.

"By becoming more aware of the safety hazards, both on and off the job including the home accidents, we feel we can help our members through such a program as we have here with the Red Cross," Clem said.



FIRST AID PLANNING—Fran Walker, left, reviews final plans of Local 3 First Aid program with Red Cross officials Joseph Rodell and Stanley Wyatt in San Francisco.

Executive Board Urges Passage of College Bonds

The Executive Board of Local 3 unanimously endorsed and urged Contra Costa County members to vote for passage of a \$55-million bond March 29 to expand and develop the Contra Costa Junior College facilities, according to Business Manager Al Clem.

The district, presently serving 8900 fulltime day students, is gearing for an enrollment of 21,000 by 1985. Under present law, all high school graduates and persons over 18 years of age, are entitled to tuition-free higher education through junior colleges in the state of California.

Higher admission standards by the University of California and State Colleges has increased the number of junior college students in the state.

The bonds would do the following: complete Diablo Valley College campus, expand Contra Costa College campus; develop the campus in the Pittsburg-Antioch area and purchase and develop a South-Central College campus in the Danville-San Ramon area.

The bonds are endorsed by civic, service, educational and labor groups, including the Contra Costa Building and Construction Trades Council, and would give the county four junior college campuses.

Higher Union Pensions Create Interest

A great deal of interest recently has been generated by Local 3 members concerning eligibility for participation in the Pension plan under the master agreement.

Members are becoming increasingly aware of the sizeable pensions being paid, and will be paid, to eligible retirees, in addition to life insurance and medical care provided at no cost to the retiree and his spouse.

Prior to 1960, there was no plan of this kind available, but through the efforts of Business Manager Al Clem and the Officers, the retired members began collecting a small pension. At first the payments amounted to \$100, and in 1964 rose to \$125. Today pension maximum payments amount to \$175 for the 25-

year veteran with full pension credits, and this amount, based on previous experience, is sure to be increased.

However, from time to time, questions of eligibility crop up, and as the same is repeated it becomes apparent that question deserves further explanation.

Recently, this question appeared most frequently:

"When a foreman is promoted to a supervisory capacity above the rank of foreman, may the employer continue to contribute to the Plan for the benefit of this individual?"

"Co-legal counsel for the Trust Fund advises that the Fund is not authorized to receive contributions on behalf of supervisory employees above the rank of foreman.

"Such employees are not covered by either the Operating Engineers' Master Agreement, or the Agreement concerning foremen, other than general foremen, and any contributions on their behalf are not required or authorized by such agreements.

"Therefore, contributions to the Pension Fund should terminate when an Operating Engineer foreman is promoted to a supervisory capacity above the rank of foreman."

It's possible that some members, performing duties covered by the Master Agreement are classified as superintendents, assistants, or general foremen when they should more properly be classified as foremen, shifters, heavy duty repairmen foremen or master mechanics covered

by the Local 3 Contract concerning foremen other than general foremen.

It is advisable that, if a member falls in this category, he review this matter so as not to miss out on the benefits due him.

It is equally important that the member be assured of proper contributions being made to the pension fund in his behalf.

The Collective Bargaining Agreement defines a "covered employee" as follows:

"All Employees in the unit covered by the agreement, excluding superintendents, assistant superintendents, general foremen, timekeepers, messenger boys, guards, confidential employees and office help."

Register To Vote!

Business Manager Al Clem urged all Local 3 members to be sure to register to vote in the primary elections in their states.

"If you're not registered, you can't vote, and that is simple enough," Clem said.

He said all members and their spouses who are eligible to vote owe it to their community, state, union and themselves to cast his vote to candidates who have shown an interest in the plight of the working man.

Anti-Labor candidates are busy stumping around gathering forces to win the nomination at the primary election. If they are successful they will serve anti-labor legislative interests without regard to the working man.

In California, voters have until April 14 to register for the June primary. Clem has helped making it easier for members and eligible members of their families to register by appointing qualified deputy registrars in each district office.

It is suggested that if you are not registered to vote that you visit the district office and register! Voting is a privilege in a free society and carries with it a responsibility.

Wirtz Appoints New USES Chief

Frank H. Cassell, director of personnel administration and manager of industrial relations for the Inland Steel Co. of Chicago, has been appointed director of the U.S. Employment Service, Sec. of Labor W. Willard Wirtz announced.

He succeeds Louis Levine, who has been named an assistant manpower administrator, and has a long record of industrial and public service at national and local levels.

Memo

from the
Manager's Desk

By AL CLEM

During the month a series of meetings were conducted by the Administrator and Coordinators of the Apprenticeship Program which were exceedingly well attended. The average attendance was about 98% of the apprentices in each district.

At these meetings there was also a Safety Program conducted in conjunction with the talks that the Administrator and Coordinators made to the apprentices at College of Marin.

I was only able to attend a very small percentage of the meetings due to other pressing business for the Union, but I can only say that the ones I did attend were extremely interesting, and from my point of view, informative to the apprentices and others in attendance.

We have a fine group of young future engineers going through our Apprenticeship Program at the present time. I only hope that each Engineer will do his utmost to help these apprentices become first-class Engineers. I am sure that by taking time to discuss with them the mechanics of our Union. They, too, will be first-class Union men as well.

It goes without saying, during the past month the work picture has slowed down considerably due to the weather, and there are quite a number on the out-of-work list.

ORGANIZATION GAINS

We have been rather busy in the field of organization. An N.L.R.B. election was conducted with the employees of Hekett Engineering Company at Provo, Utah, where Local 3 was chosen as their collective bargaining agent. The contract has been negotiated and ratified and we welcome these Brothers into membership of Local 3.

We have filed with the Labor Relations Board for a Certification of Election with the Bergland Tractor Company in Napa, and an additional location being operated by the Atlas Mineral Company, located out of Coalinga.

Our organizational campaign in Guam is proceeding on schedule and we are in the process of negotiating two additional agreements at the present time.

HAWAII ELECTIONS WON

We were successful in winning elections at Oahu Paving Company, Inc., and Pacific Paving Company, Ltd., located in the State of Hawaii and Brother Harold Lews is negotiating a contract to present to the employees of these two firms.

We are securing Authorization Cards from 12 other firms in the state of Hawaii and we hope to file a petition for election in the not too distant future.

NEW FIRST AID PROGRAM

Many Brothers have been contacted relative to attending a First Aid Training Program in cooperation with the Area Director of the American Red Cross to be known as the "American Red Cross and Operating Engineers Local No. 3 Joint First Aid Training Program."

The classes will be held one night a week for two hours. The first session will offer a standard course for five weeks. The advanced course will be given the following eight weeks, and for those interested in becoming Certified First Aid Instructors there will be a third session lasting eight weeks.

Participating in this program will be a major contribution to the Operating Engineers safety program. Upon completion of the course each man will receive a certification as a First Aid Attendant from the American Red Cross. Those members who complete the three courses of instruction will become class instructors for future Local 3 courses.

It is anticipated that the wives will attend these classes and actively participate. We are looking forward to a large attendance in all the classes in all the districts.

We have had many inquiries as to the pension status of those members who are working in the construction industry and have a title other than equipment operator or foreman.

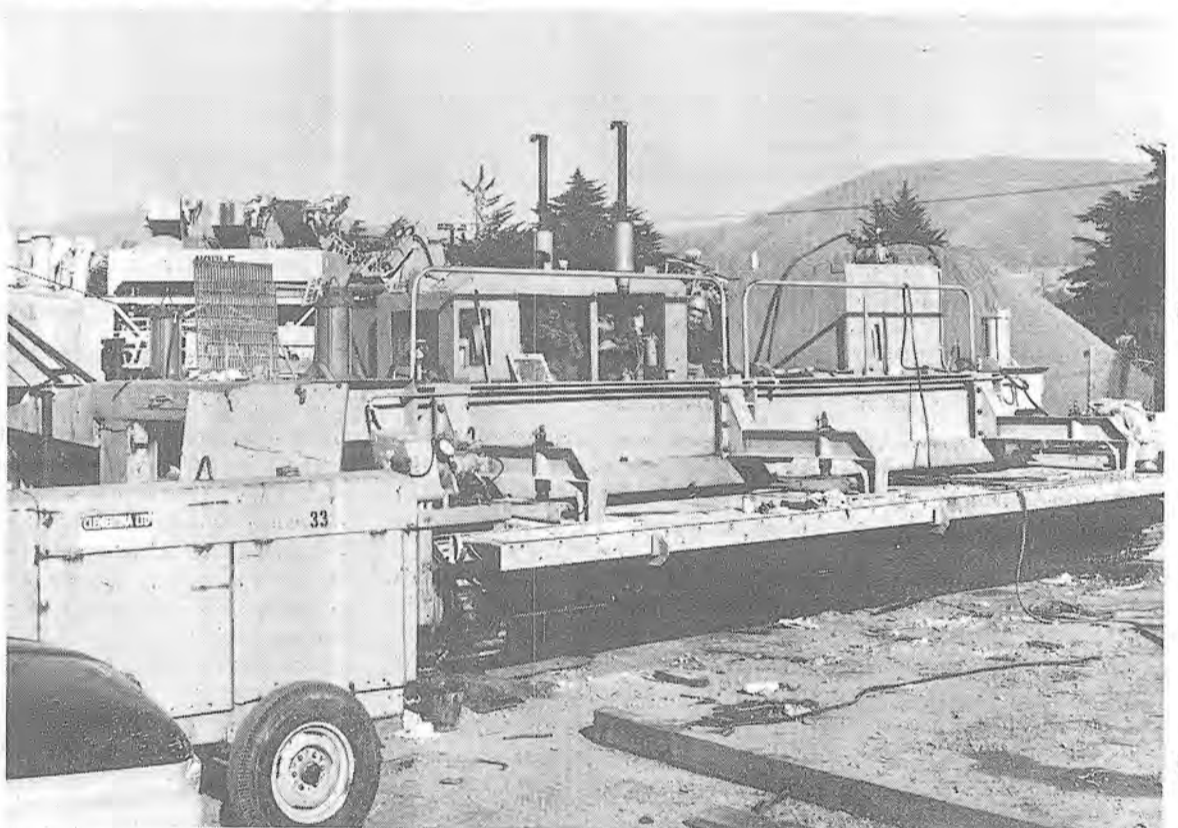
We have asked the co-councils for the funds to give us a ruling on this subject matter, which you will find in this issue of the paper. If you have other inquiries, please contact the Fund Office, 209 Golden Gate Avenue, San Francisco.

At the latest meeting of the General Executive Board, four Vice-President retired, namely, Brothers Charles Paluska, Sr., Jack McDonald, William J. Stuhr and Paul Larson. Four new Vice-Presidents appointed are: Brothers Bill Gray, Local No. 428, Phoenix, Arizona; Russell Conlon, Local 302, Seattle, Washington; Dale Burchett Local No. 49, St. Paul, Minnesota; and Tom McGuire, Local No. 15, New York City, New York.

We congratulate them on their new appointments, and wish them every success in their additional duties. We feel confident they will all work to the best interest of the Operating Engineers. To those Vice-Presidents who have retired, we wish you a long and healthy life!



HARBOR IMPROVEMENT—new harbor facilities at the foot of Marina St. in San Francisco are being installed by Manson General Co. This floating barge has been on the job around the clock for several months. In foreground is seen the several hundreds of concrete piles while pile driving is at left background.



IDLE EQUIPMENT—is a familiar scene during inclement Winter weather. Here's a slip-form paver capable of 20 and 30-foot pours. It is being used on the Kiewit Junipero Serra Freeway in San Francisco. At left is a compressor.



TIME OUT—this crew at Wells-Fargo bank building handles two-drum hoist at the 44th-floor structure being built. Here is an example of how brake drum is kept clean by use of manila line tied to rig.

ENGINEERS NEWS

SYNDICATED BY ENGINEERS LOCAL 3 OPERATING ENGINEERS LOCAL 3

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The Filibuster Sham

"Strength in Unity" was best exemplified by the recent "vocal minority" wielding a bigger stick than the majority of Senators favoring repeal of the Taft-Hartley Section 14(b).

The Senate was helpless to perform its legal function—to legislate on the repeal bill which had the Senate Committee on Labor and Public Welfare blessing by a 12 to 3 vote and a clear majority of Senators indicated support of the bill.

When the bill was scheduled to be debated, a right every Senator should have on any issue, majority rule broke down and the anti-labor forces of Sen. Everett Dirksen talked it to death.

It seems that there's a breakdown somewhere, and that the rules should be overhauled to allow the Senate to practice the kind of democracy it has prescribed for labor unions. With over 16 million union members in the country and nearly 50 million members of labor union families "this can't happen"—but it did!

The Senate rules, however, are rigged to allow a Senator to babble on as long as he likes on any subject. It takes a two-thirds vote to squelch a debate of this sort, or putting it another way, 34 senators banded together can stall Senate business endlessly.

Up-dating Senate rules has been long-needed. Now's the time to start!

REVIEW CANDIDATES

And, on a subject closely akin to the subject, this is on "off-year" for voting, and in all non-presidential elections since 1900, in only one year, the majority party lost Congressional support.

It's up to us, individually, to review the candidates for this year's Congressional seats to investigate their platforms and vote for the candidate showing the right attitude toward labor.

SAFETY EMPHASIZED

Business Manager Al Clem, it appears, wasn't kidding when he announced a stepped-up Safety Program for Local 3 during 1966 following a shameful safety record in 1965.

Safety meetings are being held throughout the jurisdiction, and there are numerous "tail-gate" meetings on the jobs.

His most ambitious program is designed to "Safety-Proof" Local 3. Nearly 1000 members in California, Nevada and Utah districts of Local 3 have volunteered to participate in intensive First Aid training under the guidance of trained American Red Cross personnel.

We suggest that you and your spouse contact your district office and find out how you may participate.

APPRENTICE MEETINGS

And, along with safety, the Apprenticeship program is "high-balling." Administrator Danny Dees held 18 meetings in one month and received 99 per cent attendance to explain to Indentured Apprentices the new system of control data processing developed to keep records on apprentices' hours of training on the job and scholastic achievement.

Also, during the month, Vice President Dale Marr, in addition to safety meetings, spoke before a national convention of the Federal Bureau of Reclamation in Denver, Colo. and to group of Engineers at Stanford University—the subject? Safety on the Job!

GI Insurance Refund Clarified

World War II veterans apparently read the "Engineers News," because we have been besieged by letters and telephone calls concerning a story in last month's paper referring to a "GI insurance refund."

The story should have included that the bill Congress passed in 1948, and the refund was made automatically to those ex-GI's who elected to retain their government insurance.

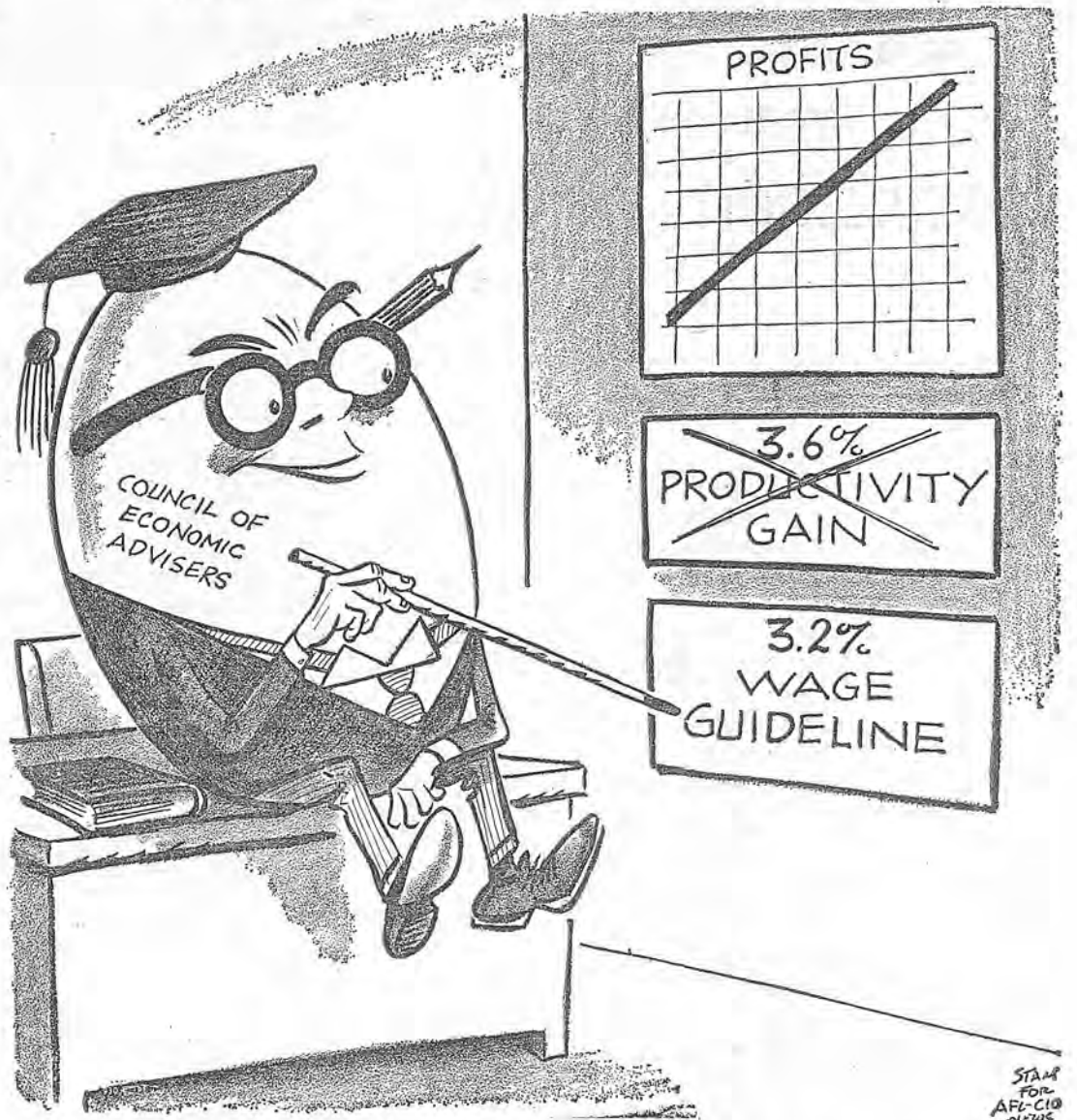
Those who dropped the insurance were required to write a request for the refund, based on fifty-cents per month of service.

If you are absolutely certain you received no refund, then write a letter to the Veterans Administration, Ft. Snelling, St. Paul, Minn. including the following information.

- Insurance policy number.
- Full name, address and zip number.
- Service number, date of entry and separation.
- All addresses you used in 1950 and 1951.
- The following certification over your signature:
 (a) "I certify that I have not previously received the NSLI Special Dividend."

Oh yes; one more note—don't expect an early reply! "Your letter will be held, along with others, until such time as our people are able to conduct a special search—hopefully, within the next 12 months," according to H. D. Gish, insurance officer for the Veterans Administration at Ft. Snelling.

'It Means Just What I Choose It to Mean'



Tax Laws 'Unfair'; Take all Deductions

By SIDNEY MARGOLIUS

Our tax laws notoriously favor higher-income taxpayers. For one reason the complexity of the laws benefit wealthy taxpayers who can employ tax lawyers and accountants. For another, there is a whole set of loopholes usable by well-to-do people. These include the oil and mineral depletion allowance, which enables many companies and investors to have large amounts of income tax free; the tax-free income on state and local bonds which can be bought only by large investors because they are sold in \$1000 units, and the lower tax rates permitted for capital gains on investments, compared to the rates on income earned by working for it.

But unless a working family knows its own tax deductions thoroughly, it adds to the inequity. You simply shoulder more of the tax burden than you need to.

Often oversights occur because people do not take the trouble to learn the rules applying to them. This writer has observed such instances as a young couple forfeiting an exemption for a dependent parent because he had exactly one dollar too much of income, and a family losing an exemption for a son in college because it failed to keep track of their actual expenditures for him. Two especially hard-working and careful-managing families were losing deductions, one for failing to claim depreciation on a house it rented out; the other, because it overlooked some of its deductible contributions and job expenses.

DEDUCTION CHOICE VITAL

Moderate-income taxpayers often take the easy way and fill out a short-form return when they might pay less by itemizing deductions on the long form. The right way is to first "try out" itemizing as against taking a standard deduction.

It is important to understand that if you don't have enough deductions to make itemizing worthwhile, you now have a choice of two standard deductions. You can take 10 per cent of your adjusted gross income, or the "minimum standard deduction" which went into effect last year.

The minimum standard deduction allows you \$200, plus \$100 for each exemption. For example, a couple with two children could claim a minimum standard deduction of \$600 (\$200 plus \$100 for each of their four exemptions). If their itemized deductions would not come to \$600, and their adjusted gross income is under \$6000, this is the type of deduction this couple should use instead of either itemizing or taking the 10 per cent allowance.

The minimum standard deduction is especially helpful to working children. So be sure your child

files a tax return to claim a refund on taxes deducted from his pay on any part-time work he did. A part-time worker is not liable for any tax until he earns over \$900 for the year, since he gets a \$600 exemption for himself, plus the minimum standard deduction of \$200 plus \$100.

Even though your dependent child claims himself as an exemption on his return, you can claim him on yours, if he is under 19 or a full-time student, provided you do pay more than half his support.

OVERLOOKED EXCLUSIONS, DEDUCTIONS

Here is a checklist of important exclusions and deductions wage-earners sometimes overlook:

- Sick pay, within certain limits, can be excluded from your pay on page 1 of Form 1040, whether or not you itemize deductions.

- Medical expense deductions you can take, in addition to the obvious doctor, dentist and hospital fees, include fare to get treatment, or car expenses at 5 cents a mile; eyeglasses; ordinary household medicines as well as prescriptions; vitamins if advised by a doctor; health insurance premiums including those deducted from your paycheck; equipment bought for an ill person; nursing expenses.

- Contributions can include donations of goods and foods to charitable and church organizations as well as cash, and the use of your car at 5 cents a mile when performing services for such organizations.

- Job expenses including union dues; distinctive work clothing and safety apparel including costs of repairing and laundering; tools, technical books, and under some circumstances, travel expenses.

- Employee education costs are deductible if required as a condition of keeping your job, wage or status, or to improve the skills needed in your present job.

- Child care expenses of working mothers and widowers, and other fathers in some circumstances, are deductible under specific conditions and limits, even if you pay a relative for the child care.

- Casualty losses over \$100 if non-reimbursed are deductible for losses due to accidents, storms, other "sudden" events; also thefts.

- Sales taxes are deductible, and easier to estimate because the tax instructions with your forms for the first time show amounts that may be deducted in various state in relation to income. But remember to increase the suggested deduction if you have a local as well as state sales tax, or if you paid an unusually large amount last year, as in buying a car.

Fantasyland Project

Disney to Spend Millions on Kings Canyon

By JOE MILLER, STAN BERGMAN, CLAUDE ODOM, RAY PHENNEGER

FRESNO—The arrival of blue skies and sunshine to this district has stirred the entire area into activity!

During the past couple of months fog and rain put a damper on a considerable amount of projects and planned construction in the general building industry. Construction work in the earthmoving field slowed and nearly died, however, work continued spasmodically.

At present, with the earth drying and fog gone, the construction industry has sprung to life.

Housing and general building construction that has been dormant is now active in all parts of the District.

Projects underway and working on a limited basis, have increased activities and crews of men.

The area continues to grow and expand in all fields, including an overall population growth of about three percent during 1965.

DISNEY PROJECT

We have some information on the Walt Disney project in Kings Canyon.

We are informed that about \$54 million will be spent on the initial construction of the ski resort facilities. Construction is expected to start after the snows melt this Spring. We expect that late April or May will bring some activity on the project site.

There will be a considerable number of men employed during construction of the resort and the job should last from 18 months to two years.

Many more people will be em-

ployed as the facilities are placed into operation. The entire facility, when completed, will be a multi-million dollar operation.

This will, of course, give a tremendous boost to the economy of Kings County and surrounding area, and we are looking forward to the start of the project and will keep you informed as we learn more.

ORGANIZING EFFORTS

Manager Al Clem has stepped up the organizing campaign in this area and has it in high gear.

The organizers are very active and the results are very promising. We expect to obtain bargaining rights in several more operations in the near future, if all goes as expected.

It is the intent of the Manager Clem to organize the non-union element in the area, and thereby preserve the jobs of the Operating Engineer, in addition to creating more job opportunities for our people.

With the same determination, Manager Clem, intends to help those less fortunate people who are un-organized by bringing them into the house of labor as members of Local No. 3.

This he wants done, so that we may increase their standard of living by negotiating fair contracts with decent wages, working conditions and fringe benefits.

We hope to reach this goal successfully!

CONTRACTS

Negotiations with Fresno Equipment Co. have been completed. The contract will run for one year and is a good agreement for the employees working at this operation.

The overall package increase amounted to approximately thirty cents per hour, with some employees receiving additional increases due to up-grading in classification.

We wish to extend our thanks to the members employed at Fresno Equipment for their fine attendance and participation at the meetings.

We would also like to take this opportunity to commend the employer representative, Mark Vukovich, for his fairness and col-

lective bargaining attitude. We expect continued good relationship at this operation and wish them a prosperous year in 1966.

Negotiations with Miller Ford Tractor Co. are nearly completed. We expect to reach an Agreement within the next week. This Agreement will be on a par with the Fresno Equipment Co. agreement.

Both firms were recently organized, and combined, employ about 60 members in the mechanical and parts departments.

GRADE CHECKING

A grade checking class is being held at Fresno City College in room T-500, every Friday at 7 p.m. Brother Nick Nichols is the instructor. Journeymen and Apprentices may enroll in the class which will last the full semester. Anyone interested in receiving this training, please contact Glenn Mallowney, apprenticeship coordinator, for additional information.

SAN FELIPE UNIT

Congressional hearings on the proposed San Felipe Unit of the Central Valley Project are expected to be held in this session of the 89th Congress.

As planned in the report, the San Luis Reservoir would perform the additional duty of conveying Central Valley Project water to Pacheco Tunnel. The water would be conveyed from the Sacramento-San Joaquin Delta through the north portion California aqueduct to San Luis Forebay, and would eventually be used in the Lower Pajaro River Basin and Santa Clara Valley.

The plan features, in addition to the 10.3 miles Pacheco Tunnel under Pacheco Pass, 94 miles of canals, 10 miles of closed conduit, 4 pumping plants, 3 small regulating reservoirs, and distribution systems with numerous relief pumping units.

COMPLEXITY

Pacheco Tunnel would be 12.67 feet in diameter and carry 670 cubic feet per second. It would be a circular pressure conduit for the initial 1.8 miles (now under construction—DC 6160), then a horse-shoe free flow conduit the remainder of the distance. Water would discharge into Pacheco Ca-

nal which branches near the tunnel outlet to carry water north to Santa Clara County and south and west to San Benito, Santa Cruz, and Monterey Counties.

Plans call for four pumping plants located along the main canals. The largest plant, at the terminus of Pacheco Canal, would lift 550 cubic feet per second, 161 feet to discharge into Santa Clara Canal. This canal would convey the water north to Coyote Creek Afterbay, a small regulating reservoir. Water would be pumped out of the afterbay into a distribution system for direct deliveries and ground-water recharge or pumped into Anderson Lake for storage.

Canal-side deliveries would also be made from the Santa Clara Canal. About one mile from the Pacheco Tunnel outlet water would be diverted from Pacheco Canal into the Hollister-Watsonville conduit for deliveries to the South and West. This conduit, with an initial capacity of 315 c. f. s. would branch into small canals. Deliveries to distribution systems out of these canals would be both by pumping and gravity flow.

PLANNING DETAILS

The project is planned to supply 273,300 acre-feet annually by the year 2020. Water would be delivered to the service area, not only by direct diversion from the distribution systems, but by expanding the large scale ground-water recharge operation now being carried out by local interests. The distribution systems would be built by the water users association. They would provide 65,900 acre-feet for irrigation and the remaining 207,400 acre-feet for municipal and industrial purposes.

It will take about seven years to build the facilities at a cost estimated at \$89 million, and have a benefit-cost ratio estimated at three to one.

Before You Sign, See Credit Union

Car buyers! Are you getting the "best deal" on the purchase of your new or late model used car?

Before you sign anything, check with your Credit Union loan officer who will get the straight information for you.

Often, the Operating Engineers Credit Union has had to refuse financing automobiles because the amount the dealer was requesting for the car is more than the car is actually worth.

So as a tip to the wise auto buyer—check with your Credit Union first!

Another important item to keep in mind when financing autos, appliances, mobile homes, boats and trailers, etc. is that your loan is insured (through mortgage life insurance) at no extra cost to you.

When investing in the Credit Union your life is insured to an amount which, in most instances, equals the total share value. This is particularly attractive to persons who are uninsurable or need more life insurance. This is at no extra cost to you.

Visit your dispatch officer soon, and discuss the purchase of Credit Union shares with the Loan Officer.

Times Denounces Dirksen Tactics

NEW YORK—The New York Times labeled the filibuster against repeal of Section 14(b) "dishonorable."

The newspaper's editorial condemnation of the tactics of Senate Republican Leader Everett McKinley Dirksen was particularly noteworthy because the Times was opposed to repeal of 14(b). Nevertheless the newspaper declared:

"Under any circumstances a filibuster is an invalid abuse of minority power. But a talkathon which prevents a measure from even reaching the floor for discussion is particularly egregious; it goes counter to the idea of reasoned dialogue, which is the animating principle of all legislative bodies."

Thoughts on 'Becoming a Pro'

By FRESNO OFFICE

While visiting with the good Brother Journeyman trainees and Apprentices the other day, an open-end question came up . . . "What does it take to 'become a real pro' as an Operating Engineer?"

The answer may read something like this:

SKILL—to operate a machine efficiently with an understanding of your equipment and its limitations.

INTELLIGENCE — to choose the proper job methods and solve work problems as they arise.

GOOD HEALTH — to work out-of-doors the year-round, and to take the beatings some jobs demand.

COOLNESS—to withstand the noise and commotion, dirt, job problems and human conflicts encountered without getting upset.

CAUTION — to avoid undue risks, be continually alert to dangers with "Safety First" as a guiding principle.

These are some of the answers of a "REAL PRO." Do you agree?

What does an Engineer do While Waiting to Work?

By FRESNO OFFICE

FRESNO—Blue skies and welcome sunshine in this district's eastern fringes and mountain areas has stirred the imagination of several Brothers, and we'd like to share their experiences with everyone.

On good Brother has found the bass fishing excellent in the Mc-Swain area in the Merced River.

Another Brother, with the aid of a couple hunting dogs, set out in search of mountain lion; he wound up with two big bobcats and "treed" a bear—just to keep in shape!

As an interest to "rock hounds" we are told there has been a good find of Jasper and Jade around Hornitos and some Mariposa above Bagby. Some of the Brothers have also found an ex-

cellent quality of Crystal at Exchequer.

If you're lucky, you might try your hand at panning on Bear Creek. Brother Jack Jackson may do some good with his sluice box, and Brother Bob Wise is planning to add to his rock collection.

There also is a story of ore of one of the good Brothers who picked up an old 1800 vintage Winchester rifle.

The Winchester was received from a grandson of an early Mariposa Deputy County Sheriff. Back in the gold rush days the Sheriff took a prisoner from Mariposa to Merced on horseback in four hours, while being pursued by some irate citizens.

This is a tough ride even today with an automobile, and we believe that the old Winchester may have some history behind it!

'We Don't Talk About That, Do We?'



ENGINEERS NEWS

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Personal Notes

MARYSVILLE

The following Brothers who work in the Marysville District are sick or in the hospital:

Cliff Rizor entered the Gridley-Biggs hospital and we would like to wish him the very best of luck. Ernie McCleery is home from the hospital recuperating and doing fine after his recent operation. We hope he is back on the job in the near future.

George Ball is still in the Rideout Hospital and is finally on the right track to recovery after many setbacks resulting from a serious accident. Don Waters is home from the hospital after having a series of operations after a recent accident.

Also hospitalized this month were the wives of the following Brothers: Dan Johnson, Lawrence Roper and Dana Goldenbusch, Jr.

SAN JOSE

Brother Hugh Burton was in the area to say "Hello" to his many friends and to help push the Blood Bank Drive. For the Brothers in the Santa Cruz area, The Bloodmobile will be at the Calvary Episcopal Church, Cedar & Lincoln Sts., Santa Cruz, the third Monday of each month, between 3:30 and 6:30 p.m. We cannot impress upon you too strongly the need for blood, and suggest those of you who are physically able to donate a pint of blood to the Operating Engineers Blood Bank.

DONORS FOR THE MONTH: Brother Ray Bisailon (This makes five Pints for Ray); Brother Bill Dalton, now working on his third gallon!

OUR CONGRATULATIONS TO: Brother and Mrs. Ray Felix, who have a new arrival, a baby girl, Renee, 7 lbs.

FRESNO

Sincere sympathy to the family of Brother Floyd Mc-Lemore Sr., who passed away in January.

We wish a speedy recovery to Curly Pugh who recently underwent surgery.

We wish to thank Clarence Robertelli for donating blood.

WEAR YOUR UNION BUTTON

REDDING

Brother John Ault, who underwent hospital care last year, underwent two operations for removal of a kidney in Phoenix, Ariz., during January.

He is recuperating and would appreciate a letter from his old friends of Local 3.

SALT LAKE

Brother Phillip F. Siler is hospitalized in an Ogden hospital. We wish him a speedy recovery; also Brother Reed Burrell, who is recovering from an eye operation.

Sincere sympathy to the family of Brother Ruel Jensen, who passed away in February, and to the family of Brother Harold Forsman, who died suddenly and left a wife and three small sons.

Brother Ted Madsen suffered a broken leg and will be laid up for two months.

We wish to mention that during the recent open house reception and dedication of our new Salt Lake office that refreshments were provided through the courtesy of Hal Molitor, of Continental Casualty Co. We apologize for not including this in our story in the February issue of "Engineers News."

SANTA ROSA

Congratulations are in the offing for Brothers Joe Pedrini and David Mitchell on recently becoming proud new parents.

We are holding a check from Windsor Sand and Gravel for Bill Gregory.

UTAH NEWS

Not too many contractors are getting excited about starting road work this early after two long Winters. However, in the extreme part of the state there has been some dirt removed between storms.

L. A. Young Construction Co. has survived Winter with its crew at Escalante, but all has not gone smooth. Brother Barney Jeffery had a narrow escape on this job when his 46 A dozer rolled over, barely missing him. He did, however, sever a ligament in his lower leg while attempting to get clear of the cat.

Brother Jefferey will miss three months' work, but is coming along fine at this time. The same company started clearing its recently acquired job at Big Rock Candy Mountain near Marysville.

Strong Co. put the finishing touches to its project at Kolob Park, west of Cedar City, and is moving its 641 scrapers to Green River.

Alder Child Construction Co. is working on the St. George Sewage Treatment Plant, and Skyline Construction Co. is

—Continued on Page 10

Apprentice Applications Reopened

As of March 1st, applications are once more available to those who seep apprenticeship into the program of the Operating Engineers. The applications may be secured at the union office, which serves the area in which the prospective applicant maintains his residence.

In addition, there will be an apprenticeship Coordinator at the union office the night the office remains open in the respective areas. Those seeking information about the program and its requirements are urged to come in and talk with the coordinator of apprenticeship. From time to time, the Apprenticeship Standards are revised and information which one may have acquired about the program a few months ago, may not apply at this time. Therefore, anyone interested is urged to come in and inquire of any changes which may have been instituted into the program.

SACRAMENTO AREA

We are saturated! If we could have a few days of wind and sun, we would see most of our apprentices that were working back on the job. Dirt work is at an absolute standstill. If the weather man doesn't give us a bum steer, we may be back in business in the Sacramento area within a week or two.

There is one bright spot — the employers are beginning to ask about the availability of apprentices for the coming work season. Most showing more appreciation for the program. Their individual experience with the apprentices has been very satisfactory. Some are asking about the possibilities of getting back some of the boys that they had previously. Others want to start with new ones. All in all, we feel we will have a very good year for apprentices in this area.

Many of the members of Local 3 are bringing around their young sons that will be graduating in June and want to know about their entering into the program. It always gives us a great sense of satisfaction to see this. Also to know that I am a part of it, however small that part may be.

MARYSVILLE

In this District there are 51 indentured apprentices of which 30 are working. The Selective

Service will be drafting a few of these men making room for new applicants.

With a good work potential we should be able to place 75, or more, men this season. In talking to the employers and the Journeymen we can see the need for qualified, ambitious and safety-minded young men in the industry. With the help of the members working together toward this worthwhile cause, we will accomplish our goal.

On behalf of the JAC office we express our thanks to all the members of the Marysville Subcommittee for their help, cooperation and all the free time

generously extended in the past. Also, to the Journeyman Educational Committee for their time, help and guidance. With men such as these, it will make the Operating Engineers Apprenticeship Program a very worthwhile program.

VALLEY REPORT

Down here in Stockton we have had a couple of weeks of sunshine and some of the apprentices were going back to the jobs. Then the rain started again before we could really get started. But this is usual for this time of year — just let the weather break and we probably will run short of apprentices.

'Mild Winter' For Eureka

By RAY COOPER and
BUD MALLET

EUREKA—An unusually mild Winter for this area has had the affect of keeping everyone "on edge" and waiting to go back to work. However, as most everyone expects this time of year, work in this district is "dry," despite good weather.

There are only a few small jobs going to keep a few Brothers occupied; however, the State Divisions of Highways will open bids March 9 for construction of state sign route 299 at Berry Summit east for 9.2 miles of two-lane road for restoration.

The U.S. Army Corps of Engineers, also, will open bids for construction of Redwood Creek levee at Orick. Bid opening will be held March 15.

Around Crescent City things are pretty quiet at present, a few small jobs going here and there. Pelican Bay Construction Co. was low bidder at \$14,991 for road surfacing at Jedediah Smith State Park. Baun Construction Company was low bidder for the grading and paving of U.S. 101 south of Crescent City at \$481,605.

There will be a considerable amount of work over in Hoopa and Weitchpec area again this year. E. R. Cummins, of Yreka, was low bidder on the Justice Court Building at Hoopa for \$137,771.

Fruin and Colnon are still working at Pecwan on their bridges. Murphy Pacific has fin-

ished the temporary bridge at Orleans and has resumed work on the suspension bridge.

South of Eureka, Green Construction Co. has called back to work a number of brothers on the Pepperwood job, this has been a real good job for the men this winter.

Herring Construction Co. is busy with a small crew on the bridge at South Fork. On the coast at Shelter Cove, Elmer Zirganit has a crew of the Brothers working. Brother Ralph Gaches is the foreman and doing a fine job.

BLEED FOR BROTHER

Well, Brothers, there isn't much work to report on, so we would like to take this opportunity to mention we are short of blood, and request any of you Brothers who would like to donate your blood we will appreciate it. The address is 2524 Harrison Ave. in Eureka, be sure to call for an appointment.

For you Brothers who haven't joined the Credit Union, you don't know what you are missing, so get with it and sign up!

We are holding mail for the following in the Eureka office: Tom E. Swan, George S. Ward, Carl Stanley, R. T. Biount, Richard C. Nelson, J. J. Joseph, William F. O'Bryant, Melvin B. James, Wilson W. Low, J. A. Conner, D. L. Steele, James R. Key, Jack Riley, Eugene Trulove, J. W. Dunnaway, and Lester Chamberlain.

ALOHA FROM THE ISLANDS

Construction Paradise in Hawaii

By HAROLD LEWIS, BERT NAKANO, WILFRED BROWN, and KEN KAHOONEI

HONOLULU — This year has started off in spectacular fashion with "unusually mild" weather creating an all-time low out-of-work list of only 51 members.

Skilled operators are always in demand here, and with this "construction boom" there is an actual shortage of operators.

Besides the unseasonable weather, Honolulu ranks fifth in the nation's 200 largest cities in numbers of building permits issued. As the area grows it multiplies incumbent further growth in terms of streets and highways to handle increased population and access to new areas.

The new H-1 highway approach from Kunia to Makakilo is a project under construction by the Ben Hayashi, Ltd., High-

way Construction Co., Ltd., A. C. Chock, Ltd., and C. W. Vincent, Inc. This new approach will give an added new dimension to the Farrington highway complex.

The Lunalilo Freeway extends beyond Kaimuki to the Aiea overpass. Along Kamehameha highway, between Aiea and the Wai-iau Power Plant, there are road construction underway by Territorial Contractors.

J. M. Tanaka Construction Co., Ltd., will soon complete its new by-pass highway project which will extend into the Kahaluu Valley. Several contractors are "grubbing" for huge sections of land for sub-divisions including J. A. Thompson and Son, Inc., and Ben Hayashi, Ltd.

GRIEVANCE RESULTS

At the latest District Meeting a new Grievance committee for 1966 was elected. New mem-

bers are: Brothers Bill Ko, Louis Kaleiwahea, Herman Iaela and Chairman Wallace Lean. Secretary Tom Stapleton attended from San Francisco.

The Grievance committee meets every Monday at the Honolulu office, 2305 S. Beretania St.

EMPHASIZE SAFETY

For everyone's protection, we urge more emphasis on safety—this means on the job, on the highways and at home!

During the last two months, two Brothers were killed on the job. We regret to report this, but these are the facts.

We express our sincerest sympathies to the families and friends of our late Brothers Henry Ashimine, who died on Eniwetok Island, and Peter Kahikina, formerly employed by Island Construction Co., Ltd.

Capitol City Area

Beltline Freeway Next Sacramento Project

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

SACRAMENTO — There are still some small jobs going around Sacramento proper, and a few jobs are being let or going to be awarded for freeway work and large buildings. The outlook appears, however, that we may not have the workload in the Sacramento area we have enjoyed the past two years.

Mountain work is slow, and will continue to be until there is considerable road work let on Highway 50.

Work on Interstate 5 awarded a \$6 million contract to C. K. Moseman, of Fresno, to erect an eight-lane bridge across the American River, near the old Jibboom St. Bridge. The contract includes an interchange at the Garden Highway.

Funds were budgeted for another \$8.9 million to provide a connecting link between the section ending one-half mile north of the Garden Highway and El Centro Blvd. Bids will be called in May.

Another \$11.7 million has been budgeted to extend Interstate 5 from Richards Blvd. to "L" St. in Downtown Sacramento. Bids on this project will be called in Fall. Also, there is another freeway coming up for early next year, known as the "Beltline Freeway" Interstate 880. This will carry traffic around the city to the north, away from the downtown area.

Work on Interstate 80 is progressing slowly due to recent bad weather. Peter Kiewit and Stolte companies are working, between rains, on their respective projects on W-X Sts., and 29-30th Sts. Kaiser Steel is not delayed because of weather—the steel keeps going up, rain or shine!

Work on the C. K. Moseman job, in West Sacramento, is still being delayed by the lack of steel. F. & W. Co. has done some of the paving on this project to allow the traffic to be re-routed to complete other portions.

Campbell Construction Co. was awarded a \$2 million contract at McClellan Field to construct an office building. Pacific Excavators will remove the old concrete and T. & T. Trucking will remove approximately 20 thousand yards of dirt.

Continental-Heller Co. is erect-

ing a tower crane on the office building at 5th and Capitol Mall. This Company was recently awarded a contract to construct a nine story telephone building at 15th and "J" Street.

Subdivision work is shut down due to weather.

Brother Dan Stewart recently formed his own company, known as Danick Construction Co., and he is "suffering" with growing pains. He recently completed three good-sized subdivisions, and has two more to start as weather permits. Good luck to you, Dan!

YOLO COUNTY

Work in the Davis-Woodland area is very slow due to the weather. Basalt is erecting some panels for several dormitories on the Campus in Davis.

McDonald-Nelson Co. is coming along on the new hospital in Woodland. A tower crane is being used on this project for the hoisting.

NORTH SACRAMENTO

The picture in this area is much the same as last month with the exception that Stolte, Inc., is going full speed ahead on the new American River Hospital.

INDUSTRIAL UNITS

The erection of Teichert's new

'Passed Over' Unionists Win Rehiring Order

A National Labor Relations Board trial examiner has found Champion Papers, Inc., guilty of unlawfully refusing to rehire seven laid-off members of the Papermakers & Paperworkers because of their union sympathies, and recommended that they be returned to work with backpay for lost time.

The union charged that seven women workers, laid off during a reduction in force at the firm's Hamilton, O., plant, were passed over last May when Champion added 30 permanent employees to its staff of sorters.

After hearings, Examiner Ivar H. Peterson, former NLRB member, ruled that the firm failed to follow its own seniority practices and passed over the union adherents to discourage union membership.

gravel plant at Perkins is nearly 70 per cent complete. This new plant will process from 650 to 750 tons of material per hour. The plant is completely automatic and will be the only one of its kind in this area. The operator will have an air conditioned control center as well as heat for the winter. The switchboard will control the entire plant, even the loading operation for outgoing material. This plant will be in production this month or April.

Brothers employed by P.C.A., at the Fair Oaks plant, are still working on a two-shift basis and will probably maintain this schedule throughout the winter.

Work is gradually picking up for the brothers who are employed by the various equipment dealers in this area.

POLLOCK PINES

The Walsh Construction Co. is still working in the White Rock Tunnel but will finish the steel and concrete work soon. Also, work is still being done on the Slab Creek Dam which is about one-fourth completed. The two big Liebherr tower cranes, operated by Brother Jim Killion and Brother Parker, are still pouring concrete at a rapid pace, keeping up with the batch plant at the same location.

About five miles downstream, the Gunther, Shirley & Lane Co. is moving in a crane at the White

Rock powerhouse job and have pumps going pumping water. There are hopes to get in full swing on this project in the very near future. Then operating engineers will be employed at the peak of job.

American Bridge Co. is putting the penstock steel together and placing on the steep side of the American River on the outlet of the five-mile, 24 ft. Horse Shoe Tunnel. This job should be completed in about 18 months.

The Gordon Ball job at Nimbus Fish Hatchery on the Hazel Creek Bridge is almost at a standstill due to the bad weather. There are two cranes working on the bridge structure.

HIGH COUNTRY

The snow is pretty deep up here and at present, it is about six feet deep at Hell Hole. ARC has one shift working on rock on the dam, and one shift of mechanics in the shop. Work is starting up again on the Interbay Dam and should be under way in about a week.

The cement crews are working fairly steadily furnishing cement for the tunnels and should continue until mid-summer.

In the Roseville area, most of the companies are working when the weather will let them. Robert Fadel is starting a small spread on his overcrossing job and Lentz has been laying some pipe at the Country Club.

We wish to extend our sym-

pathy to Brother Ray Bridestein and family of Placerville whose wife passed away a few weeks ago.

Also, we extend our deepest sympathy to the loved ones of Arthur J. Gavrilko, of Auburn, California.

HOLDING CHECKS

We are holding checks and correspondence for the following members: Earl Thomas Andrews, R. A. Allen, S. J. Barnes, Billy B. Barrett and M. Belongia.

Jesse Boswell, Roland Brown, Ben Cammerer, Rod Campbell, C. Cooper, and Marion Crane.

Oscar Dodson, J. Duggins, Raymond Goff, Lynn Harris, L. L. Harvey and Ted S. Hughey.

H. A. Hunter, George E. Kraer, J. LaMontagne, Bruce R. Larson and Bill Lewis.

John Donald Long, Blaine McGee, F. T. McKee, Jr., Lawrence Major, Jim Mead, and George L. Miller.

O. D. Morris, B. W. Moyer, T. O'Connor, Ed Pashepi, Walter E. Remstedt and Owen Rundle.

John David Schwarg, Russell Sousa and A. E. Wilton.

We have been keeping up — barely — with the outgo from our blood bank, but would like to see our reserve much larger than it now is. We do very much appreciate the blood donated during the past month by the following members and friends:

Mrs. Josephine Apted, Mrs. Joyce Austin, Dudley L. Begley, Arnold J. Boehm, and J. R. Harding.

Mrs. Clarice Harding, David C. Leonard, Richard McCracken, and Fred Wachtel.

Welders Beware

Cadmium Poisoning May Be Fatal

During the last few months, two welders have died as the result of acute cadmium fume inhalation and poisoning, according to the Bureau of Occupational Health of the State of California Department of Public Health.

Deaths from acute cadmium poisoning, however, are rare, but despite this its danger cannot be minimized because cadmium—containing brazing alloys are being used by more industrial workers. As a result, welders particularly, are liable to confuse cadmium poisoning with "welders' fever" "metal fume fever," "zinc fume fever," or "galvanized metal fever." These are all less severe illnesses which occur commonly among welders, according to the Bureau.

Cadmium-containing brazing alloys and cadmium containing steels and other metals may not contain any warning hazard labels and welders may be unaware of the dangers facing them.

A California worker lost his life through cadmium poisoning. After six hours of brazing with silver-cadmium alloy, he felt ill. Nonetheless, he finished his shift. The next day he felt worse and didn't appear for work. He developed acute respiratory symptoms, including coughing, chest pains, a fever and his face appeared blue.

Mistaking the symptoms for "welders' fever" he didn't report to a doctor the first day. The next day he felt worse and, per-

sued by relatives, he went to a doctor.

Since he didn't know he had been using silver-cadmium, he couldn't tell the doctor about his exposure to it. He was treated for chemical bronchitis and returned home. Two days later he was dead. The total time between exposure and his death was four days!

The Bureau has taken steps to insure proper labeling informing welders and the welding industry of the dangers in the use of cadmium-containing metals and alloys.

The hazard may be controlled completely with proper ventilations, respiratory protections, adequate and readily visible warning labels and an awareness of the peril involved in working with it. But so long as any of these essential factors are lacking, an acute hazard exists.

Any industrial worker suffering any of the foregoing symptoms, which may also include a shortness of breath, should inform his doctor immediately that there may have been cadmium exposure.

Obituaries

Name	City	Init. Date	Deceased
Albarran, Antonio	Hayward, Calif.	8- 6-62	2- 2-66
*Ashimine, Henry	Kohala, Hawaii	12- 6-59	1-26-66
Evans, George	San Francisco, Calif.	11- 8-59	2- 4-66
Faria, Edward	Richmond, Calif.	11- 2-40	2-24-66
Forsman, Harold	Salt Lake City, Utah.	6- 1-57	2-22-66
Hesto, V. E.	San Francisco, Calif.	8- 8-27	2-25-66
Jensen, Gerald	Ferron, Utah	1- 8-55	1-26-66
Jensen, Ruel	Mapleton, Utah	9- 7-57	2-13-66
*Kahinka, Peter	Oahu, Hawaii	9- 7-57	2-12-66
Mulloy, R. W.	Alamo, Calif.	8- 3-46	2-19-66
Russell, Francis	Salt Lake City, Utah	12- 2-50	11-19-65
Rathburn, Amory	Wilseyville, Calif.	11- 3-45	2-21-66
Schrag, Clifford	Pasco, Wash.	11- 1-41	2- 2-66
Staggs, Max	San Jose, Calif.	7-12-52	2-15-66
Swafford, William	Redding, Calif.	11- 5-55	2-12-66

*INDUSTRIAL ACCIDENTAL DEATHS—(2)

"Gentlemen—A Toast!"





GOING UP — Court Nelson, right in center photo, will operate German-made Liebherr Tower crane, shown being assembled at San Jose State College, 130 feet above terra firma. (see story) Ken Maurer is oiler and Bob Locklin is superintendent.



San Jose Outlook

Growing Santa Clara 'Skating' on Concrete Ribbons

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

SAN JOSE — Spring, in Santa Clara County and surrounding areas, is ready to break out, and with it, perhaps, the best construction year in recent years is in prospect.

In March, 1961, voters in the Santa Clara County went to the polls to approve the "Phase One Expressway Bond Issue," and now, the network of four lane arteries is rapidly becoming a reality. It is now an established fact that Santa Clara County is "skating to progress" on ribbons of concrete.

Lawrence Expressway, an 8.1 mile route from Mt. View-Alviso Road in Sunnyvale to Quito & Saratoga roads in the West Valley area, was the first major expressway finished under this bond issue at a cost of \$11.1 million.

Now under construction, the San Thomas Expressway, running from Bayshore Freeway to Los Gatos Freeway, is another improvement made possible through the bond issue.

The section, between Williams Road to Forbes Ave., is complete, and the route under construction south of Williams Road to the Los Gatos Freeway, is making excellent progress. This project includes a major overpass at Winchester Blvd. and the Vasona rail line in Campbell—

a total of 7.4 miles, when completed, at a cost of \$11 million.

Almaden Expressway, scheduled to be completed this year and on which work is progressing nicely between Coleman & Hillsdale Ave., to McKean Road, will cost another \$1.6 million in bond funds.

Foothill Expressway, a nine mile, \$10 million job will extend from Page Mill Rd., to Junipero Serra Freeway. Part of this, the section between Page Mill & Arastradero Rd., in Palo Alto, is now in use.

Construction of the third line of the Foothill Expressway, between Riverside Drive and Junipero Serra freeway in the Los Altos Area, a 2.5 mile stretch, will soon be on the road. J. C. Bateman has the contract for this section.

MORE IN BUDGET

The Division of Highways budget for 1966-67 includes the following Allocations:

- \$1,782,000 to further extend Junipero Serra to Mt. View Stevens Creek Road,

- \$550,000 for landscaping of Stevens Creek Freeway between Homestead Rd and the Bayshore, and Route 237 Freeway between El Camino Real in Mt. View and 2 tenths of a mile north of the S. P. Tracks,

- \$126,000 to add to a south-

bound lane in the medium of Highway 17, between Hamilton Ave and Junipero Serra, 1.8 miles,

- \$430,000 to widen Homestead Rd. to four lanes, between Lawrence Expressway and Kenne- wick Drive.

This is work which will come up shortly and is sorely needed due to the rapid growth of Santa Clara County.

The Carl N. Swenson Co., of San Jose, started work on a new project; a \$1,848,000 systems engineering facility at Ames Aeronautical Laboratory, Moffett Field.

Bragato Paving started a new job, at Lockheed; a massive parking lot, and is also busy on the grading for the building pad for Hass & Haynie at Moffett Field.

Winston & Green resumed work on the Junipero Serra Freeway; Freeman Paving has also gone back to work on its section of the same freeway.

L. C. Smith is back to work clearing for a section of the Alma Expressway in Mt. View.

COASTAL AREA

Work in the Santa Cruz-Watsonville area is "ON" again. Most of the jobs are now showing two or three pieces of equipment in action, and full production is not far off, weather permitting. Here again all indications point to an unusually busy season.

Kester & Son has a crew busy paving on Water & Ocean Streets in Santa Cruz.

Jasper Construction's new Courthouse job was able to keep going most of the Winter. The building is now above street level

Cost Held No Excuse To Cut Women's Pay

Employers may not pay women less than men simply because they claim the cost of employing women is greater, the Labor Department ruled.

Wage-Hour Administrator Clarence T. Lundquist said such a policy would be "plainly contrary" to the Equal Pay Act and would "perpetuate and promote discrimination against women."

and is more than 50 percent completed, as far as the concrete structure is concerned.

Granite Construction has started a few more rigs on jobs in and around the Watsonville area. Quite a bit of time was lost due to the bad weather, but with the current work picture, there is a good chance that some of the lost time will be made up before the end of the year.

Central Supply, at Aromas, started taking down the existing plant to make way for the new one. With the new location and an improved method on the stock pile they expect a larger output from the plant.

Things look good for the Brothers in Monterey, Salinas, King City, Hollister & Gilroy area.

The ELMCO Co., of San Francisco, was awarded a contract to install the turbines at the PG&E Moss Landing Plant. The plant is a hub of activity at present,

with ELMCO starting; Rothschild Raffin & Weirick and Ben C. Gerwick also have contracts for work at the plant, and the M. W. Kellogg Co. is going right ahead with the big stacks. One stack is 500 feet high and completed, and the crew is working on the second one. Fair Mfg. Co. is working on the miscellaneous steel; Bethlehem Steel is at a standstill, but will be back on the job later.

Work is starting on the South Side Recreation area near Lockwood, on the San Antonio Camp Site. The Ted Watkins Co., of San Luis Obispo, has the award.

Construction has started on the Superior Tank Construction Co. contract for extension of water mains in Greenfield.

Great Western Pipe Line Co. won two contracts; one for sanitary sewer and storm drains in Salinas; the other for the Industrial waste sewer line in the Buena Vista Redevelopment in Salinas.

Local 3 Crane Operator Goes 'Sky High' in German Model

By BOB SKIDGEL

Wheatley-Jacobsen of Palo Alto, is the General Contractor on the new Science Building Two, Phase One, at the San Jose State College. The project was awarded in June, 1965, and is approximately 25 per cent completed. Scheduled turnover date will be May, 1967, and will have a capacity of 440 students.

The main wing is six floors high and the service tower is eight floors. Five hundred and sixty-six piles, averaging 52 feet in depth are supporting the building, and of the 13,000 c. y. of concrete in this project, 5,000 yards of grante concrete will be in the basement. The other 8,000 yards will be light weight.

Brother Bob Locklin is Project Superintendent, and is ably assisted by Brothers Court Nelson, crane operator, and Ken Maurer, oiler.

At present Brothe Nelson is on the ground, operating a 25-ton Michigan truck crane, with 100 feet of boom, but as soon as the

basement is backfilled, he will go 80 feet in the air to the cab of a German-made Universal Liebherr Tower Crane with 105' of boom and travel back and forth on 410' of 16-foot gauge railway.

After use at the Clinical Science Building at Stanford Hospital, the crane was completely rebuilt and is in top top shape for the months of work ahead.

Brother Nelson, as the building rises, will have a bird's eye view of the valley when the operator's cab is raised from the 80-foot position to approximately 130 feet in the air. Good Luck to you Court, and when you are away up there on Cloud 7, give a thought to use poor peons below! (Maybe Court will give the peeper in the piper competition, as he will be up there, even in foul weather!)

The excavation and backfill on this job is contracted to Brother Lark Schrader & Co. Schlegel Mechanical of Menlo Park and California Electric of Mt. View are also part of this operation.

Seabees Offer Higher Rates To Construction Enlistments

The U.S. Navy recruiting office announced this month a new program allowing qualified young men skilled in construction trades to enlist in the Navy Seabees at advanced pay grades.

This means higher pay, more privileges and other benefits. A Journeyman Operator with three years experience, if otherwise qualified, could enlist directly as a second class petty officer, pay grade E-5.

An apprentice operator or construction worker, depending on his experience, would enlist as pay grade E-4 (third class petty officer) or better.

Seabees are the Navy's over-

seas construction teams. The need for more seabees has grown rapidly as the construction work in Vietnam has expanded.

The "direct-rating" program is similar to that used in World War II and allows a man skilled in building trades, heavy equipment, mechanics, engineering and steel erecting to continue working at his trade and fulfill a military obligation at the same time.

It also recognizes a man's existing skill by enabling him to enlist in a senior pay grade.

The age limit for this program extends to 40 years. Further details must be secured from the nearest Navy recruiting station.

Oakland Rapid Transit Project 'Derailed'

ED HEARNE, STAN GARBER, GERALD BLAIR, TOM CARTER, ORVAL PRESSLY, GUY JONES

OAKLAND—The official word concerning the Oakland subway project for Bay Area Rapid Transit is that the Board rejected the bids as too high and have sent the project back to the drawing board and for further analysis. It is possible that a watered-down redesigned project will be proposed with smaller jobs let in the meantime.

The BART Transbay Tube has been awarded to Peter Kiewit Sons Co. and it should start before long, although we have not had a pre-job conference for the job. When underway, this job should provide employment for many Operating Engineers, so we are looking forward to its start.

Fruin-Colnon Contracting Co. has started its BART contract with Heim Bros. doing the clearing of the right-of-way from Oak St. to 8th Ave. in Oakland. At the peak of construction this job will employ about 15 Brother Engineers.

We would like to say a few words at this time about the Blood Bank as we are completely out of blood and have been for some time. We have had many calls for blood that we have had to turn down due to a lack of donors in recent months.

Talk to your friends on the job and let's see how many pints of blood we can put back in for the use of our members and their families. Remember Brothers, it may be you that needs it.

Work throughout the area has been showing some improvement, although it is slight. We still have quite a sizeable "out-of-work list" and will have for quite some time to come. We know, however, that this list will shrink if good weather should continue for any length of time.

CONTRA COSTA

The Bureau of Reclamation will open bids in March on the Contra Loma Dam to be built in Oil Canyon, South of Antioch. The dam will be earth fill, about 80 feet high, 850 feet long with almost one million yards of dirt.

The reservoir will form a lake of about 250 acres and is the forerunner of the proposed 54 million dollar Kellogg Project to be built in the Antioch-Brentwood area.

Completion of the Contra Loma project is set for June, of next year, about the time construction of the larger Kellogg Dam is scheduled to start.

The two reservoirs will be connected by a canal and a series of dumping stations. Water will be pumped from Kellogg to the higher Contra Loma Reservoir, and will feed the Contra Costa Canal by gravity flow.

The Shell Refinery is about 70 percent complete now. Most of the large vessels and tanks are in place, and the skyline of Martinez is changing rapidly. This job has reached its peak of employment and weather has had little effect on lost time.

Fluor Corp. is off to a good start on its job at Tidewater Refinery. Duncanson & Harrelson has driven about 700 of the 1,000 piling on the job. The concrete crews are pouring the foundation and some erection work will start later this month.

Robert Smith Construction is kicking off on a school project at Pinole involving about 15,000 yards of dirt, and will employ about five operating engineers which should take about two

months to complete the work.

Gordon Ball Co. is back to work in Franklin Canyon on Highway 4, after a brief layoff due to rain. The are approximately 70 percent complete.

Bethlehem Steel is still going strong on the new steel plant at Pt. Pinole. Together with the various sub-contractors, the project is employing about 20 operating engineers with Brother Tom Catling as Steward and Brother Jim Gale as the Safety Committeeman.

Robert Mulloy Construction is putting the final touches on the Hiller Highlands project in the Berkeley hills. The job consists of leveling and terracing of the hills in the area for housing. This project employed 26 members at its peak.

Murphy Pacific Corp. is coming along on their floating crane project. This crane has a lifting capacity of 550 tons. Brother Floyd "Slim" Ciochon is to be the operator of this huge rig.

RICHMOND AREA

The L. E. Howell Co., which has been doing business in the Richmond area for years, renting and servicing air tools for contractors, reported they will be moving into a new shop next to the International Parts Depot in Richmond. The rapid transit project is taking their present shop site.

Work in the rock sand and gravel industry has been steady the past month, keeping the men busy in their respective plants. The stock piles in most plants are up to where they would normally start cutting back, but they say they need an abundance of

material for the expected boom this season.

The scrap industry has slowed down somewhat. The price of scrap is low-plus due to the fact the demand of shipping to Viet

Register to Vote

Register to vote now in California. Deadline is April 14. Registrars will help you in every Local 3 office, and anyone eligible to vote in your household may register for the Primary election. Hawaii Brothers have until Sept. 1 to register. In Nevada and Utah, contact your nearest dispatch office for details on deadlines.

Nam, ships are at a premium. We hope it picks up soon.

A new equipment dealers agreement was negotiated and ratified at Coan Equipment Co. this past week. This shop is the world's largest Case dealer.

GREATER OAKLAND

Work in greater Oakland has been good the last month. Kaiser-Murphy has kept 30 or more members working.

Bay Area Rapid Transit is moving slow with 100 men at present throughout the project. This includes the tunnel job.

The demolition of houses and buildings of all sorts is in progress with 2,000 wrecked or moved at this time. There are 700 of all types left to be disposed of.

All the repair yards are working quite a few brothers. There

are many pipelines and sewer jobs working throughout the city. The hot plants are keeping several members busy.

Gordon Ball's MacArthur Freeway job is approaching completion. There are eight large buildings under construction in this area. This is keeping several of our members employed.

The shipyards are working three shifts at this time.

SOUTHERN ALAMEDA

Hood Construction Co., of San Jose, is well along with the trench work for its 78-inch pipe job located approximately three and one-half miles south of Sunol which calls for 8,500 lineal feet of steel pipe to be laid, welded, backfilled, etc., and is being done for the San Francisco Water Department. It is the San Antonio-Calaveras pipeline. Bid price was \$822,000.

The operator on the three-yard P&H backhoe is George Curtis; lubrication engineer, Marvin Myers; dozer operator, Joe Carney; resident engineer of San Francisco Water Department is A. L. Becerra.

The Deltha Pumping Plant, Bethany reservoir, and the northernmost 65 miles of the California Aqueduct are features of the State Water Project in the North San Joaquin Valley.

Eleven pumps in the plant will lift a flow of 10,300 cubic feet of water per second (4.6 million gallons per minute). The first lift, from the pump house to the location where the water will flow by gravity, is 244 feet. The diameter of the pipe containing water pumped uphill ranges from 13 feet, six inches to 15

feet. Work on this section of the aqueduct is progressing. Completion is scheduled for spring, 1968. The Delta Pumping Plant has been under construction since August 1964. Cost of the North San Joaquin Valley facilities of the State Water Project will approximate \$118 million.

Water will be carried from the Delta Pumping Plant to Bethany reservoir through a three-mile-long concrete-lined canal.

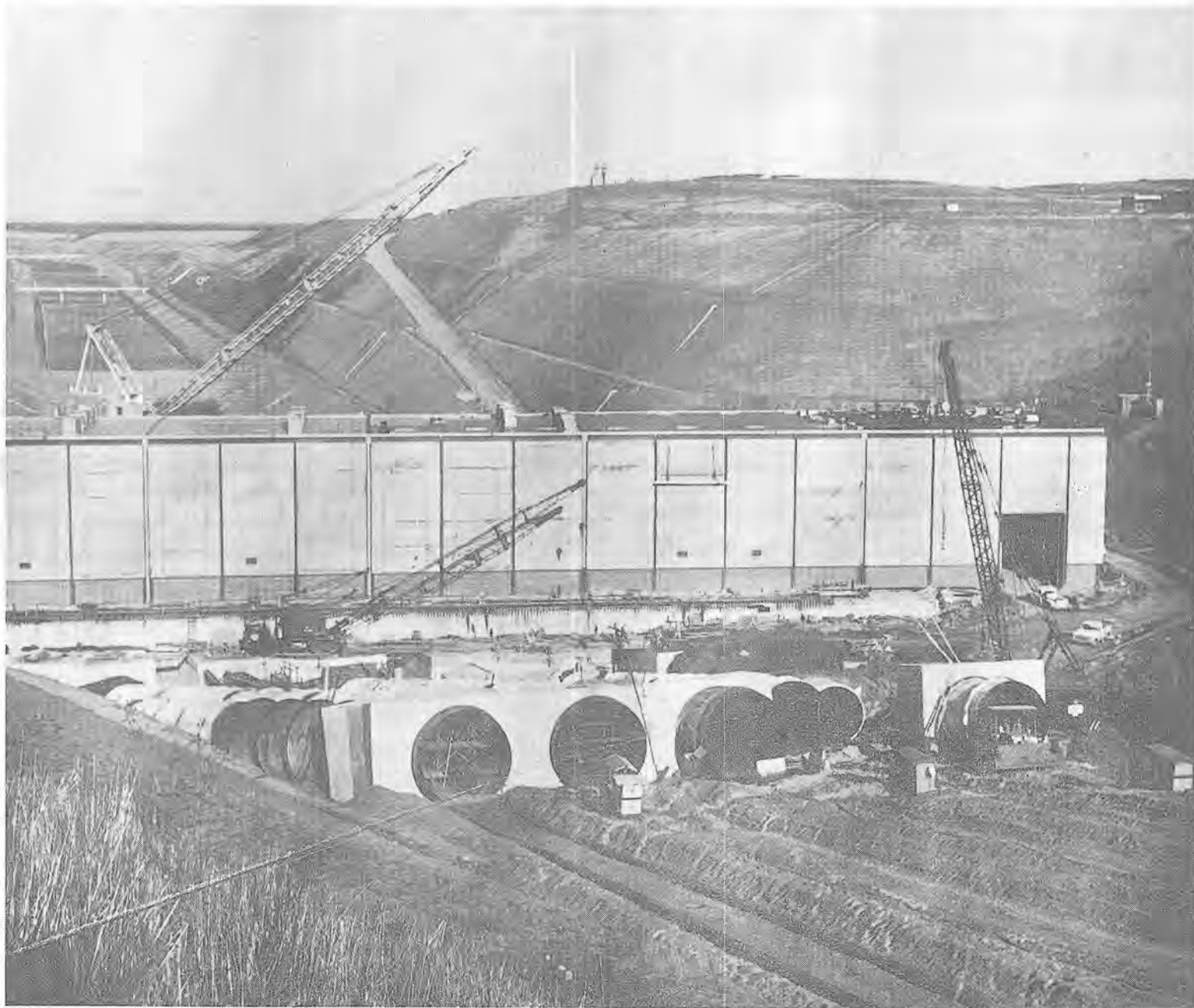
WATER COURSE

Bethany reservoir is already in operation for water service to the South Bay Aqueduct, and will be enlarged for use as a part of the 444-mile California Aqueduct.

From Bethany reservoir, the water will flow by gravity 62 miles through a concrete-lined canal of the California Aqueduct having a capacity of 10,000 second-feet. The water will then enter San Luis Forebay, one of the joint federal-state San Luis facilities, from where it will be dumped to San Luis Dam for storage or transported south through the Aqueduct for delivery to arid areas.

The placing of the large pipes on this section of the job is being done by a division of Americal Bridge, and this entails a certain amount of skill on the part of the Brothers operating the equipment. They have to take into consideration the weight and diameter of these pipes along with the degree of steepness of the slope.

Brother Leroy Winton is on the D8 that has an exceptionally large trailer transporting the pipes downhill. The pipes are lifted into place by a 3500 Manitwoc, operated by Brother Charles McClure, with Chuck Bray as oiler. Brother Frank Fenell is tending compressors, and Bill Stutz is the foreman.



WATER PROJECT—work continues on the Byron Pumping plant as part of the California Water Program moves ahead.

Here shows work on pumphouse with 15-foot pipes starting uphill. Note water in canal in background and whirly crane.

Several Jobs Await Vallejo

By AARON SMITH

VALLEJO — Syar & Harms started to work on sub-divisions at Admiral Callaghan and College Estates. Full crews are on both housing projects. Word from Syars office reports they will start the Napa freeway project shortly.

Gordon Ball has kept a few Brothers busy during the Winter on the Highway 40 job. With better weather Ball will be pushing to finish this Spring.

Elmer Wendt, of Rio Vista, started Ulitás Creek Flood Control project but rains slowed them down. Elmer took a page out of ancient history by moving the bulk of the dirt by Cat and Cans."

Joe Richards is starting his phase of Ulitás Creek Project this month.

A. Teichert & Son will be starting the Highway 12 road project soon widening and cut down hills and straighten a few corners. This has been needed for quite some time.

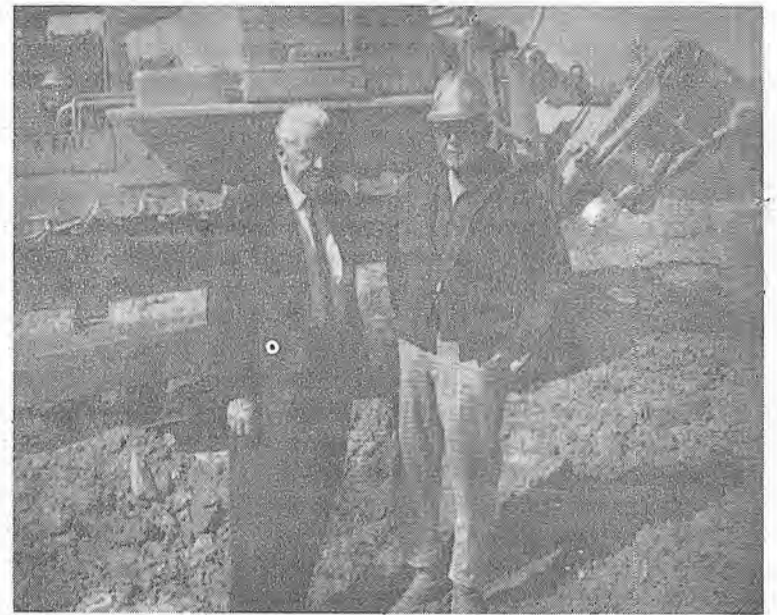
The C. W. Roen Co., of Danville, Calif., was the low bidder on the 1.8 million gallon water tank. The new tank is designed to alleviate any shortage of water during the summer months and increase the water pressure throughout the city. The tank will be named William Glusen Reservoir in honor of a former Fairfield mayor.

It seems as though the Southern Pacific railroad have stalled the highway jobs from American Canyon to Cordelia, and the last section from Dixon to the Yolo county line. We hope that the Highway Dept, and the railroad will get together to allow these two major projects to start early this Spring.

Clyde Plymell has been working and keeping the members busy during the last Spring on the Garnada Hills housing project.

Geo. Slinsen will be starting the Columbus Parkway job between Vallejo and Benecia in the near future. Brother Gurley Williams, of Williams Const. Co., is the prime contractor.

Bill Gattung will be rolling on



QUARTER CENTURY — that's the length of time Brother Mike Glage, right, has spent on the seat of a finish dozer, and is congratulated by Financial Secretary Buck Hope. He is presently working for Gordon Ball on the Vacaville project, Highway 40, and has been an operating engineer 38 years.

Skaggs' Island job. Bill informs me he has many miles of secondary roads to build and surface at Skaggs' Island and will hire many engineers to do the job.

Blood donors for the months of January and February were: Brother Leon Cotter and Mrs. Betty McNickle. The blood bank now stands at 20 pints in reserve. Those persons receiving blood during February are: Mrs. Roy Eastman and Mrs. Magdalena Fessler. They both expressed many thanks to the Brothers in

the Vallejo area who participate in the blood bank.

Erickson, Phillips and Weisburg has lost little time on the Sears Pt. bridge. Brother Charley Asbury and Brother Jack Smith are crane operators with Brothers Leonard Hand and Joe Adams, oilers. Brother Jerry Dorothy is running the boom cat.

The approaches to the new bridge will be let in the very near future. By the close of the 1966 season Vallejo will have a new bridge across the Napa river.

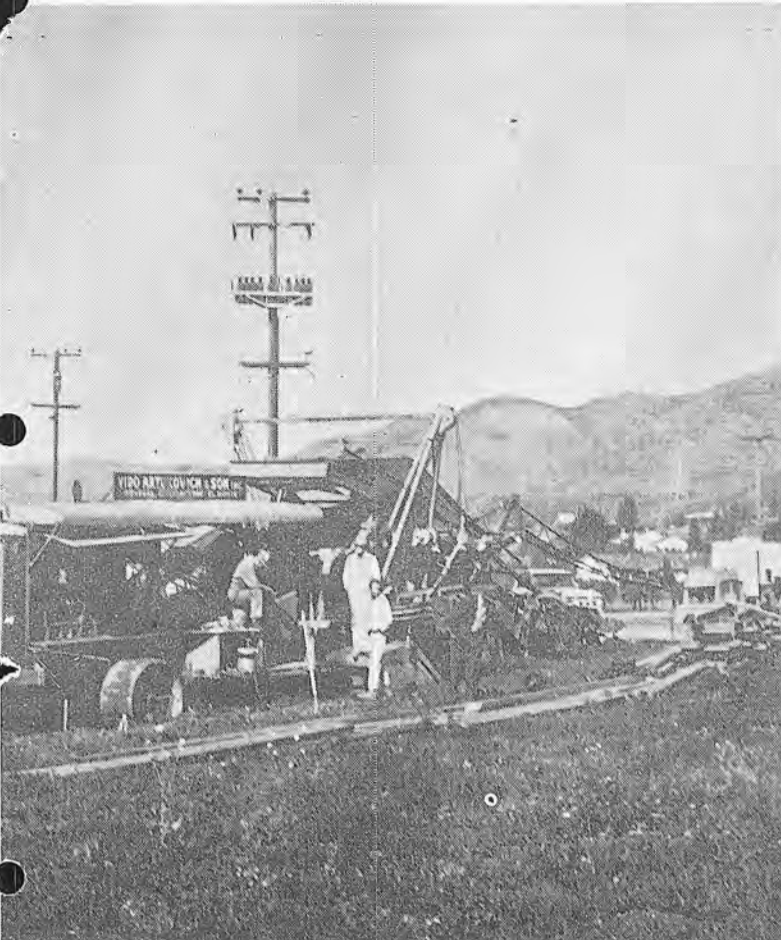
Contra Loma Dam Bids Set; Kellog Dam Next

Bids on Contra Loma dam and reservoir in Oil Canyon south of Antioch are slated to be announced this month, according to the U.S. Bureau of Reclamation.

The earthfill dam is designed to supplement the amount of high quality water available from the Contra Costa canal. The dam will impound a maximum of 2200 acre feet of water, creating a lake with a surface area of 220 acres.

The reservoir will provide water to the canal by gravity flow.

In the proposal stage, after completion of the \$2.2 million Contra Loma project, is the much bigger \$54 million Kellog Project, which would result in the maximum storage capacity of 135,000 acre feet in the Byron area. This earthfill dam is slated to be 175 feet high and 1750 feet long.



PIPELINE TRENCHER—an oldtime Austin trencher, capable of up to 14-foot wide cuts, is being used on Hood Construction's San Antonio-Calaveras water transmission line through hilly areas for San Francisco Water Dept.



HILLTOPPER—this P & H three-yard backhoe is shown above and below on a hillside in Livermore Valley area. Operator is George Curts and lube engineer Joe Carney. Note the "sled" constructed to keep the shovel level during operation. It is pulled backwards down the hill by a dozer, while digging trench for San Antonio-Calaveras pipeline nearly two miles in length.



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Redding Report

Federal Inter-tie System Contract Awarded

By TOM ECK, LOU BARNES,
and ED DuBOS

REDDING — A \$9.9 million contract has been awarded to Power City Construction and Equipment and Meva Corp., of Spokane, Wash. for construction of a portion of the Pacific Northwest-Southeast Electric Inter-tie system under a Federal Power Bureau grant.

The contract is for installation of the federal 500KV transmission line in Modoc, Siskiyou and Shasta counties, which is slated to be in operation next year.

Pacific Gas and Electric and Pacific Power and Light Co., also, is working on its 500 KV transmission line in northern and central California to transmit power to southern areas of the state. The two private enterprises plan 1200 miles of intertie circuits and lines to join the federal system to transmit unlimited quantities of electrical power for the rapidly developing western region of United States.

The Federal Bureau also will build a 750 KV direct current line from the Pacific Northwest through Nevada and connecting with Hoover Dam in Arizona.

So far there is nothing new on the job outlook in the Happy Camp area, other than jobs in progress. R & D Watson, Inc., is still going on its project at Happy Camp working between storms and keeping a small crew busy. The crusher crew has been stockpiling rock aggregate and getting ready for what looks like a busy season.

Kizer and Heintz Co., at O'Brien, is far ahead of the schedule with over 90 per cent of the dirt moved. They move the cat and can spread to Sacramento with many of the Brothers going with the spread. They plan to start paving in May with John Vickery doing the paving on a sub-contract.

Charles T. Parker Co., at Tionesta, has been working out the winter on its transmission lines keeping several Brothers busy erecting and burning. Rugged country has slowed progress. Brother Oscar Staples is running a crane with 120 feet of boom and it's getting pretty hair raising at times especially with the higher winds we have had the last few weeks. This is one company we have had pleasure in servicing.

Anderson - Cottonwood Concrete Products, one of the smaller plants in the area, have 2 men on the job. This outfit does work for the builders and farmers in this area and are doing a wonderful job. Carey Chadwick is running the plant with the help of Mrs. Chadwick in the office.

Conconex have another line for PT&T going out Hiway 44 which is putting a few of our members to work. However digging holes this time of year is bad due to the weather factor also seepage which fills the holes with water.

Fredrickson & Watson think they will start Monday if the weather holds out — they are thinking in terms of 2 shifts that will mean approximately 20

men. Most of these Brothers will be mighty happy.

Lord & Bishop are having quite a time with all their holes that have filled up with water from the last rains — this has been keeping the pump man busy as a bee.

Norman I. Fadel hope to start Monday depending on the weather—this also will mean several of the Brothers will be back to work.

Baker-Anderson are down for another six weeks—that is if we don't have any more storms. The Brothers are anxious to see this job start.

Our deepest sympathy to the family and many friends of our late Brother: W. J. "Buss" Swafford.

We all wish a speedy recovery to: Tom Gay, Claude Brown.

We are still holding checks for the following: C. Baker, P. E. Crewse, Jr., R. D. Hutchinson, J. D. Griner, J. H. Landgraff, W. C. Minges, B. H. Smith, M. K. Solberg, V. W. Stienfelt, E. Thompson, M. M. White, Larry Kent, W. F. Barnes, S. E. Davis, I. C. Hamilton, D. L. Reed, J. M. Roth, J. C. Thorp, W. A. Brady, J. C. Martin, J. W. McIntyre, G. E. Nelson, W. Stanton, Orval Perkins, Robert Rodgers, and Lloyd Dailey

Blood Donors for January and February: Mrs. Ann Pasley, Frank J. Rose, Mrs. Shirley Stockton, John C. Steel, Mrs. Elizabeth Tenney, Mrs. Ruby Vardanega and Woodrow Wilson.

Attention Voters

To vote at the Primary and General Elections this year you must have voted at the last General Election or have been registered since the last General Election. Otherwise, you must register now.

Call Jeanne Parrish at your Local Hiring Hall as she is set up as Deputy Registrar for your convenience and she will be happy to register you, your wife or any member of your family that is eligible to vote.

Last Day to Register is: April 14—For Direct Primary Election Held June 7, 1966.

Sept. 15—For General Election Held November 8, 1966.

Stockton Lists Current Projects

By Walter M. Talbot, Al
McNamara, Glenn Dobyns

STOCKTON — Despite the inclement weather that we have been having this past month, some jobs continue to operate fairly steady and others are operating on an intermitten basis only.

The larger projects, where a greater amount of dirt is being moved, have the advantage over the smaller jobs, as they are constantly removing the top soil. Jobs still in progress at this time are as follows:

Western Contracting Corp. — Three separate contracts on the California Aqueduct on a multi-shift basis.

Wunderlich Co. — Eighteen and one-half miles of the California Aqueduct under construction in San Joaquin and Alameda Counties.

Peter Kiewit Sons — Twenty-four miles of completely new West Side Freeway construction all in Stanislaus County on a multi-shift basis.

A. A. Baxter Corp. — Excavating and grading on the Fredrickson & Watson contract of new West Side Freeway also in Stanislaus County.

Lew Jones Construction — Concrete structure work on both the California Aqueduct for Western and West Side Freeway for Fredrickson & Watson. Also a new bridge under construction at San Joaquin City.

Wentz Construction Co. — Concrete structure work on the California Aqueduct on the Wunderlich contract.

Rogers Materials Co. — Batching for Wentz Construction.

Gallagher & Burk & Stolte — Constructing approximately eight miles of the Tracy By-Pass that will eventually connect Highway 50 to the West Side Freeway.

Pomeroy & Gerwick — Driving piling for the structures on the Gallagher & Burk & Stolte job.

Granite Rock Co. — Commercial plant in the Vernalis area now supplying aggregates to contractors in that area.

Fontana Steel Co. — Completing bridge across the aqueduct west of Vernalis.

A. Teichert & Son — Grading and bridge construction on Highway 132 and Tracy By-Pass junction.

Borges Welding Works — Repairing and strengthening Western's Euclid TTSS40 at Delphia's yard in Patterson.

M. Malfitano & Son — Still busy repairing and realigning San Joaquin River levees north and south of Highway 132 in Stanislaus County.

Teichert Aggregates — Replenishing stockpiles at their rock plant near Tracy on a multi-shift basis.

P. C. A. — Making and stockpiling aggregates for the heavy demands that are expected for the ensuing year.

Covington Corp. — Expansion work at the Best Fertilizer and California Ammonia Plants.

Bob Long Construction — Constructing the new Manteca High School on Union Road with Standard Materials, Lindquist & Rapp and Dotta Bros. on the excavation and grading.

S. M. McGaw — Completing numerous small contracts in and around Stockton. Expect to commence the Escalon-Bellota Road job in April.

Continental-Heller Construction — Working on the second contract for building Construction at the new C.Y.A. installation south of Stockton. A. Teichert & Son, F. A. Klinger Steel, Hubbard Refrigeration and John Bolls also have equipment working on the project.

United Concrete Pipe — Busy manufacturing larger concrete pipe under a nine month contract.

Al Haworth — Working on Forest Service Road job near Tuolumne City.

Ferry Bros.—Completing black top paving of the Mitty & Craft job near Ione.

L. Levin Co. — New owners of the M. Davidson & Son scrap yard in Stockton.

W. M. Lyles Co.—Underground utility work in various sub-divisions.

Interpace (Formerly Gladding-McBean) — Excavating for silicia sand in the Ione area.

Holt Bros. — Making winter repairs and complete overhauls on Caterpillar equipment.

International Harvester Co. — Repairing and overhauling International equipment.

Nomellini Construction Co. — Completing contract at C.Y.A. and doing some shop repair work.

Claude Wood Co. — Working mainly at their rock plant near Clements and the repair shop in Lodi.

J. H. Pomeroy Co. — Installing penstocks for the new power-

house at Early Intake in Cherry Valley.

Peter Kiewit Sons — Constructing new powerhouse at Early Intake.

Stanfield & Moody — Small grading and paving jobs in San Joaquin County.

Stockton Sand & Gravel — Repairing plant for the ensuing job.

George Reed Co.—Sub-division work in Jackson, Sonora and Modesto.

Munn & Perkins — Producing aggregates, particularly plaster sand, for the expected demands of 1966.

Parrish, Inc. — Drilling and underground utility work.

Larry Aksland — Completing Bear Creek job and agriculture work.

Pittsburgh De Moines Steel Yard — Warehousing and loading out steel products.

M. J. Ruddy & Son — Some construction work for the Turlock Irrigation District and repair work at their Modesto yard.

Turlock Rock Co. — Making aggregates at their plant on the Merced River.

Granite Construction Co. — Raising the concrete slope of the Delta-Mendota canal by eighteen inches to increase the flow of the canal.

Chalma, Inc. — Exploratory work for the U. S. Army Engineers at the New Melones dam site.

Schelin Engineering Co. — Doing sub-division survey work in Sonora.

Standard Materials Co. — Completing small grading and paving work in Modesto.

Feb. 10—Exploration drifts at New Melones Dam site in Calaveras and Tuolumne Counties. Low bidder was Mile High Drilling Co. of Wheatridge, Colorado for \$211,600.00.

Feb. 23—Roadside areas and irrigation system near Lodi.

Mar. 8—Reconstruction of sections of Murphy and River Roads.

Mar. 10—Levee construction on San Joaquin River between Stanislaus River and North Line of Road 2075 at approximately \$2¼ million.

Mar. 16—Two lane highway and drainage facilities near Plymouth-Sacramento and Amador Counties.

Brothers George Angerina, Laurence Chapman and M. E. "Ed" Hayes were unanimously re-elected as grievance committee-men for the ensuing year.

ANNUAL MOBILE BLOOD DRIVE, MARCH 17

The community spirit of donating a pint of blood is an annual thing for the members, their wives, families and friends. We hope this year they all keep this date in mind and don't forget to donate. This year it's a much more urgent call than ever because of our boys in Viet Nam — PLEASE GIVE A PINT AND SAVE A LIFE.

The mobile unit will be at the Redding Hiring Hall, 100 Lake Blvd., March 17 from 5 to 9 p.m. Call 241-0158 for further information.

More -- Personals . . .

Continued from Page 5—

near completion on the Microwave station keeping most of the operators busy between two jobs.

SAN RAFAEL

Disability insurance tax refund applications are available to Local 3 members who have worked for more than one employer during 1965 and earned more than \$7400 or over \$5600 prior to Aug. 1, 1965.

We wish Brother Charles Mohun and his family "bon voyage" to Australia. He was a surveyor with J. Warren Nute, of San Rafael, and says "he may" become a surveyor "down under." He and his wife have five children, four- and five-year-old twins and two-year-old son.

Our thanks to Brother Ray Schunk, a regular donor, who recently donated a pint of blood; also, thanks to regular donor Duane Hope.

We congratulate Brother and Mrs. Bill Gardner—parents of a baby girl named Renee.

We are saddened by the death of our late Brother Ken Shaffer, who died the day before Christmas. We send best wishes to Brothers Bill Moungovan, Ed Frey and Tom Ielmorini who were reported on the sick list.

STOCKTON

Brother Carl Graber has been confined to St. Joseph's Hospital for some time due to complications from artery surgery.

The following Brothers are recuperating from recent hospitalization or illnesses: Otis Covalt, Thomas Browning, R. G. Stokes, Lorenzo Cooper, M. L. McDaniel and Jennings Romine.

Our deepest sympathy to the family and friends of our late Brother Amory Rathbun.

State Dampens Richvale Irrigation District

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

MARYSVILLE — Hearings recently re-opened the State Water Rights Board's controversial decision permitting a power and irrigation project on the Feather River to supply water to Richvale Irrigation District farmers in Butte County, and the State Division of Highways will open bids April 6 for a \$7.5 million highway project in Colusa County.

The controversial decision allowing construction plans for a power and irrigation project on the Middle Fork of the Feather River was reopened at the insistence of the State Fish and Game department.

Fish and Game contends that construction of this facility would "ruin on of the West's last natural trout streams and wilder-areas."

The Board called the special hearing in September to consider new evidence of financial feasibility and testimony concerning the amount of water which would be released.

Water Resources Director W. E. Warne said that the destruction of the fish and wildlife resources of the Middle Fork Feather River Canyon "must be avoided."

Warne said he opposed the project on grounds that ample power would be available to potential users from the Oroville-Thermalito power plants of the state Water Project, and that the Middle Fork project was not financially feasible unless power was sold at a price in excess of that at which the state power project would be available for sale.

COLUSA FREEWAY

The State Division of Highways is advertising for bids for construction of 13.4 miles of Interstate Hwy. 5 freeway in Colusa County from 5.5 miles south of Arbuckle to a point near Husted Road south of Williams. The new alignment will generally parallel existing Hwy. 99W immediately to the west. Bids will be opened April 6, with \$7,500,000 available for the work.

The project includes an interchange just north of Arbuckle and revision of the Hillgate Road interchange south of Arbuckle. The existing four-lane highway section in Arbuckle will be tied into the new work. Overcrossings will be constructed at four locations along the route—Harring-Roads. Bridges will be built on Greenbay, Hahn and Meyers across Petroleum, Salt, Sand and Cortina Creeks.

About 25 miles to the north in Glenn County, 22 miles of Interstate Hwy. 5 now are under construction under two contracts. The work on both of these is expected to be finished some time this year.

BEALE ROAD JOB

Specifications for the Beale Road railroad underpass have

SAFETY MEETINGS

(All meetings at 8:00 p.m.)

- April 5, Santa Rosa, 1351 Bennett Avenue
- April 6, Stockton, Engineers Bldg.
- April 7, Modesto, 604 10th St.
- April 19, Fresno, 3121 East Olive Ave.
- April 20, Merced, Tioga Hotel
- April 21, Los Banos, 803 Pacheco Blvd.

been approved by the Yuba County Board of Supervisors, and opening of bids on the project is set for March 6 at 2 p.m.

Work on the \$673,000 job is expected to be completed by November.

The state is contributing about 45 per cent of the cost and the Southern Pacific Railroad is contributing 10 per cent of the cost plus \$14,000. The county's share is estimated at about \$295,000.

WESTSIDE JOBS

A. Teichert & Sons in Yuba City keeps a crew of good mechanics going and have started their job to erect two one million gallon water storage tanks for the Yuba City Water District. Lamson Construction manages to keep four engineers busy on jobs scattered throughout four counties. G & H Construction are down to two men at present. The Wm. Simpson Company at Colusa are well along on the cable manufacturing building. Cortinas Rock and Sand has the same crew. Goforth Bros. in Williams are overhauling some rigs and getting the hot plant in shape. United Nations Constructors finally started their job at Arbuckle. This is over a million dollar job and should last all summer. Wittman Contracting is well along on their water line job in Arbuckle—the canal excavation was subbed to Bud Graves. Frederickson and Watson have their freeway job at Willows ready for the c.t.b. They will use the Rahco subgrader for both sub grade and finished grade. They have their crusher up and will be producing aggregates by March. Lord & Bishop have the structures out of the way with only some touching up left. Hess & Brewer have finished all of their hauling, this company had ten engineers most of last year on the payroll. A Teichert & Son have the structures almost completed on the county road job between Willows and Butte City and will start the excavation as soon as the weather permits.

Peter Kiewit & Son is getting ready to go all out now on their freeway jobs at Orland and Corning. Fresno Paving has about four months to go on the black stuff on the above mentioned jobs. Hydro Conduit are in the fourth month of operation of the new plant east of Orland with most everything working perfect. Valley Irrigation keeps a shop crew busy and several engineers

in the field. Baker Rock has started to crush material again after some revamping of the plant. Mack Ready Mix next door is going every day.

A. Teichert & Son at Hamilton City has the same crew at the controls on the hot plant and crusher. Not much turnover there. Mathews Ready Mix at Gridley has the same crew the year around. Lots of work lined up for the coming year. Boyles Bros. on drilling job a Paskenta Meadows have had trouble keeping a hole even with the aid of casing. This is a core drill test hole for the State Board of Water Resources and will help de-

Your Blood Means 'Life or Death'

We are requesting all the Brothers and their families to make an extra effort to donate a pint of blood to the Local's blood bank as soon as possible! We have many requests from members and their families for blood to save lives.

Blood may be given at the following times and places. Marysville Elks Club, April 12 or the 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.

termine the location of a future tunnel to transmit water from the head waters of the Eel River to the Sacramento Valley and all points south.

SUTTER COUNTY

A low bid of \$185,010.80 has been received by the State Division of Highways for reconstruction and improvement of Progress and McGrath Roads at two locations in Sutter County, about nine miles southeast of Meridian. H. Earl Parker, Inc., of Marysville, was lowest of 16 bidders.

Work will begin in about a month, and is expected to take three or four months to complete, depending on the weather. Traffic will be permitted to pass through construction zones. Nearly three miles on both roads will be improved by this project,

which calls for grading and placing of subbase. At a later date, the county will apply finish surfacing.

The junction of McGrath and Progress Roads will be improved by constructing a curve on new alignment.

These routes are part of the Federal Aid Secondary System, and are included in a statewide program for upgrading county roads.

INDUSTRIAL UNITS

Tenco Tractor Co. is installing automated machinery to rebuild sprockets, rails and rollers for caterpillar type equipment. If this new machinery works out this firm will work on a two-shift basis to fulfill customer demands.

The scrap yards in this area are busy processing scrap material. There are several of the Brothers in this area who work on a year-around basis for various scrap dealers.

The ready mix plants are slow this time of year because of heavy rains which fell here in the last two months. If the sun continues to shine they will be booming shortly.

The Brothers employed by the Yuba Consolidated Gold Co. are still working three shifts. This is the only firm in the State of California still dredging gold on a full production basis, and employ about 90 Brothers year-around.

Work is gradually picking up for the Brothers at Peterson Tractor Co. at Chico. Work is picking up for the Brothers at New York Machine shop.

The Brothers working for the Yuba Sutter Scavenger Co. have suffered no loss of work due to the weather. This operation goes regardless of weather, as you know the rubbish, must be picked up!

The steel plants here are running full scale to meet customer demands. We have about 80 Brothers employed in the steel industry.

APPRENTICES

Wet weather has landed more than half the apprentices on the out-of-work list, but with the Armed Forces taking several men, we will need a large number of qualified applicants to fill the bill for this season. Anyone interested may contact the Coordinator, Joe Reinert, at the District office, 1010 Eye Street, Marysville.

State Proposes Oro Dam "Tourist Train"

MARYSVILLE — The State of California Division of Beaches and Parks has outlined a state proposal to provide Oroville with its first solid link with the recreation facilities at Oroville Dam and Lake.

Consideration is under way for establishing a steam "excursion railroad" to carry tourists from the area of the Municipal Auditorium in downtown Oroville to the Dam and back again. The railroad would utilize the existing contractors' haul rail line along the south bank of the river between the dam and the Fish Barrier Dam. A new railroad section would be constructed along river Dam and the Municipal the levee between the Fish Bar-

Auditorium, and a terminal would be built in the area.

At the Fish Barrier Dam, a proposed station would be built and foot bridge erected across the river to provide access to the fish hatchery.

The Department of Fish and Game, explained that limited parking facilities at the main embankment of the dam and in the fish hatchery area required an alternate transportation system between Oroville and the main dam. While a substantial number of parking spaces will be available at the dam for persons wishing to tour the underground powerhouse and switchyard, the state officials said they did not think it was adequate to handle the anticipated huge crowds of

summer visitors to the area.

The reason the State couldn't use more of the existing rail line and terminate the excursion trains alongside the hatchery is that salmon and steelhead "spook" easily during the spawning season and that the rumble and commotion of trains running back and forth would seriously disrupt hatchery activities. Also there isn't enough space on the north bank of the river at the hatchery to get the steam engines turned around.

This proposal is tentative, but rescue agency officials in Sacramento have expressed an initial approval of the project. The Kelly Ridge recreation area, the Dam and the Fish Hatchery would tie together.

Survey Notes



By DAVE REA

Work load in heavy Construction has slackened compared to this time last year. Many reasons lead to this slow down; the major reason is financing.

The Bay Area Rapid Transit System, Yuba River Project and other major jobs that will employ Operating Engineers, is still questionable until this monetary problem is solved.

This writer is sure these projects will become a reality, but how soon is the unanswered question.

In Land Survey work much the same problem exists. We are not in abundance of work, still our out-of-work lists are not out of proportion for this time of year.

STEWARDS' ROLE

Several times in previous columns I have written about the necessity of having Stewards with every Survey Firm. Again I would like to point out the reason for having Stewards.

We all have an obligation to maintain a strong jurisdiction, free from the encroachment of other trades and professions. The Steward's role, therefore, is vital to your firm and the industry generally.

We have an obligation to the Industry to maintain the conditions we all have worked to gain. For those of you who have seen the conditions outside of Local 3, you know we stand far ahead of any area; and for those who have not witnessed the conditions in other States outside the jurisdiction of Local 3, the trip might be worth your while!

The Hiring Hall went into affect upon ratification of our present agreement. This was a major step by the Surveyors of Local 3 in maintaining their conditions and employment security. Stewards can help protect these hard-won rights. Contact the Business Representative in your area for information on appointment of Stewards.

Organizing is continuing in all areas of Local 3 with substantial results. Elections have been won with Survey firms in Sacramento to Soils Testers in Oroville. If you know of any firms showing an interest in being organized by Local 3 please contact your Local Union Office.

Safety a Must; Work Season is 'Around the Corner'

By HAROLD HUSTON

MARYSVILLE—Safety on and off the job is what all of us are most concerned about today. This 24 hour a day effort by everyone pays big dividends to engineers and their families.

Time lost due to an accident, means lost wages forever. We feel proud of the brothers of this district for making safety a personal obligation, and they keep up aware of employers who do not tend to correct unsafe conditions where they may exist. Through everyone working together as a team, we know we can get the job done!

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE

'59 BUICK, convt., full power, clean, \$695. Tom Hornaday, 371 Somerset Rd., Oakland, phone: 536-3802. Reg. No. 1219786.

'55 MERCURY, 2-dr. hdtop, clean, \$275. Don Thoms, 5 Sunnyhill Dr., Petaluma, Calif. Phone: 762-9238. Reg. No. 1154357.

'55 CAD, El Dorado convt., new top, full power, rare, \$395. Don Thoms, 5 Sunnyhill Dr., Petaluma, Calif. Phone: 762-9238. Reg. No. 1154357.

'35 FORD pickup, complete, ready for paint, re-manufactured '53 Merc. engine, hydra. brakes, \$500. Don Thoms, 5 Sunnyhill Dr. Petaluma, Calif., phone: 762-9238. Reg. No. 1154357.

'60 SAFIRE 16' BOAT, new 354 H.P. motor, chromed diamond, tuck Naugahyde Upholstery, heavy duty trailer, chrome wheels, \$1800. Joseph M. White, 1419 Clay St. Fairchild, Calif. Ph: 425-9009. Reg. No. 1079861.

B.B. HOUSE, 1 1/2 Bath, hwd floors, 2 car garage, cooler, 6 yrs. old, Lawrence Nottingham, 4969 Toronton Way, Sacramento, Ph: 456-3991. Reg. No. 893091.

'59 DODGE ENGINE, 2 barrel carb. 12 volt starter, Bell housing, Auto. Trans. \$100. cash. Wm. Waltz, 332 Dunsuir Ave., Dunsuir, Calif. Reg. No. 1054933.

DORSETT "EL DORADO" Ski Boat -75 h.p. '63 Johnson-mechanical steering, \$1200. firm. Skis, ropes, jackets, belts. Wm. H. Cullen, 3213 Fitzpatrick Dr., Concord, Calif. Ph: 639-3141. Reg. No. 892450.

HOBART 35 K.W., 3 phase, 60 cycle, 110-220 Volt, A.C. Power Plant, Butane operated, \$800. Can be seen at 1178 Lake Blvd., space D-3, Redding, R. E. Sterns. Reg. No. 1163306.

START profitable hobby at home. Due to allergy must sacrifice—23 Chincillas, cages and supplies. Make offer. George J. Williams, Box 183, Weaverville, Calif. 96093. Reg. No. 1113007.

1927 CHEVROLET FLAT BED TRK. Needs work. Extra parts. Make offer. Richard Wells, 768 Nevin Way, San Jose. Ph: 268-9159, Reg. No. 1175177.

'64 STUDE., exc. condition, auto., 25,000 miles, \$950. Albert Helienbergh, 1571 Ninth Ave., San Francisco. Phone: 681-5020. Reg. No. 1030408.

NEED CAR, will trade Russian River resort property for late model station wagon of \$2000 value. Gordon Call, 445 N. 26th St., Apt. 11, San Jose, phone: 286-3292. Reg. No. 939855.

SPREADER BOX, for chips, \$50. SET OF TONGS—lift 8 tons \$50. John A. Furrer, 221 Milton Ave., San Bruno, Ph: 588-8326, Reg. No. 108749.

16 FT BOAT & TRAILER, 35 h.p. Evinrude; leather upholstery, newly refinished in blue & white, new cover, \$700. A. S. Chapman, 5113 Illinois Ave., Fair Oaks, Calif. Ph: 967-1036 or 985-2251. Reg. No. 581468.

10 ACRES QUARRY, Redwoods, spring water, road frontage, near town, \$20,000. Terms, Lee Drummond, 12559 Bodege Hwy, Sebastopol, Calif. Ph: TR 4-3486, Reg. No. 385798.

WATER TRK., \$1150.; Dump Trk, \$1475; Oil Trk, \$1075; Mechanics Heavy duty p.u. \$725; Tilt trailer, \$215; Chip Spreader, \$45; A. C. Heater, \$27.50; Rakes & misc, exc. cond. John E. Brown, San Jose, Ph: 266-5910 or 225-3048, Reg. No. 434969.

GENERATOR—Homelite, \$329, Binks spray gun, compressor, regulator, hose, \$169. Ferd A. Gebhard, 11 Cozzolino Dr., Millbrae, Calif. Reg. No. 1221111.

SCRAPER, LeTourneau Mod. LS, 12 yd. \$750. Cement mixer, 7 yd. \$425. Ludwig Betchart, 41223 Roberts Ave., Fremont. Phone: 656-1149. Reg. No. 1030397.

MICHIGAN LOADER, 125-A, extra motor & parts with low bed trailer, tractor. Will take \$12,000. Paul Hurst, 5425 Kirkland Way, Carmichael, Calif. Phone 487-7697, Reg. No. 1133415.

'54 GMC, 3/4 ton with Spartan Trailer, Engine and Butane equipped, will sell as unit—\$4500. A. M. Dewey, 155 Thamal Vista Drive, San Rafael, phone 456-9708. Reg. No. 386708.

'57 DORSETT Cabin Cruiser, 50 hp. Evinrude Outboard, Gator Trailer. New Naugahyde Upholstery. SHARP, \$1800. Ray Lawrence, 3526 El Camino, Space 40, Santa Clara, phone 244-6241. Reg. No. 1115323.

DRILL RIGS, (2), Buda and custom with extras. Also, AC tractor with Baker Blade. Illness forces sale for \$5950. Jim Taylor, 2533-19 Ave., Oakland, phone: 536-6022. Reg. No. 912148.

HOUSE TRAILER — new Aristocrat 15 ft. trade for equity in house in Fresno, Ken Christensen, 846 W. Fountain Way, Fresno, phone: 227-7364. Reg. No. 294606.

OROVILLE, three-fourth acre, '65 Flamingo house trailer 44 ft. by 8 ft., \$1800. '62 GMC 1/2-ton pickup. Charles Crane, Box 773, Truckee, Calif. Reg. No. 908527.

SLEEPER, conventional cab, aluminum, insulated, 10.00 by 22 snow chains, four singles, pair of doubles, sale or trade. Elton Looney, 20939 Garden Ave., Hayward, Phone: 538-7238. Reg. No. 702270.

'51 CHEV. chopped trailer tractor, new motor, trans, brakes, rubber. \$150. Vern Fuller, St. Rte. 1 Box 1582, Shingle Springs, Calif. Phone: 677-2052. Reg. No. 657643.

CONCESSION STAND, snow cone, cotton candy, etc. \$1500. Alford Dorris, 1313 Pedroni Rd. McKinleyville, Calif. Phone 839-2415. Reg. No. 955064.

HONDA, 300 cc trade for Volkswagen or sell for \$500. Also, 20 ft. self-contained '64 house trailer sell for \$2100 or trade for real estate. E. J. Leighty, Hayward, Calif., phone: 782-8847.

ALUMINUM boat, 12 ft. and 5 1/2-hp outboard, A-1. \$185. Herb Alexander, 16 Temple Crt. Martinez, phone: 686-3856. Reg. No. 590517.

ACREAGE, near Sacramento, one acre, good soil, building site, \$3,500. Clarence Hoffmeyer, 4529 Lewis Ave., Eureka, Reg. No. 745045.

SPARTAN, mobile home, near perfect, 33 by 8 feet, \$1800, in storage at Sahara Mobile Crt., Stockton. Marlan Perry, 1719 W. Olive, Fresno, phone: 237-6415. Reg. No. 660-995.

'62 PONTIAC Bonneville, 2 dr. hdtop, excellent, new tires, mufflers, Sharp black with red interior. \$1435. L. W. Carter, 1143 Mocho St., Livermore, phone: 447-9678. Reg. No. 826044.

VACAVILLE acreage, 10 acres, zoned, fenced, SID water, level, permanent trefoil pasture. Located on Byrnes and Kilkenny Rds. four miles east of Vacaville, \$2000 an acre. Stan Brown, Rt. 2, Box 1380, Vacaville, phone: 448-4545. Reg. No. 386656.

'60 FALCON sta. wagon, stick, r & h, snow tires, \$450. Earl Cazier, 813 E. 900 North, Ogden, Utah. Reg. No. 12119536.

CHRIS CRAFT, 16 ft. small cabin, sleeps two; Merc. eng. tilt trailer. Larry Farrens, Belmont Mobile Home, Park No. 74, Harbor Blvd., Belmont, Calif. Phone: 593-5959. Reg. No. 257756.

100 ACRES, outskirts of Fairbanks, Alaska. Good roads, hunting, fishing, large cabin on stream. Ed Knapp, Box 575 Dixon, Calif. Phone: 678-2155. Reg. No. 1074308.

3-BR. MOBILE home, carpets, awning, cooler, extras. Earl Jensen, 2745 S. 1st St. San Jose, phone: 225-0709. Reg. No. 713918.

TRAILER, self contained, 17ft. excellent, \$850. Erskin De Loe, 140 Butterfield Rd., San Anselmo, Calif. Reg. No. 1079817.

D-6 Cat, hydra., angle blade, Johnson Bar, \$7750; also, 2 welders (375 amp.), \$700. '47 Dodge 2-ton flat bed, \$365; '55 Chevy PU, 3/4 ton, 4-spd box, \$765; '40 Chevy flatbed generator truck, 2500 watts, air compressor, band saw, winch etc. John Hollinger, P.O. Box 889, Willets, Calif. Reg. No. 1216304.

TRENCHER, Challenge universal 8, 10 and 12-inch widths, 48 inches deep. Trench lay and backfill cable, new, new. O'Neil Eastin, Salinas, Calif. Phone: 424-5983. Reg. No. 674725.

HY-HOE, '62 Ford diesel, 1200 hrs. mounted on truck. \$6000. W. D. McMackin, 772 Marin Ave., Hayward. Phone: 783-9011.

YOSEMITE PARK, cabin and 50x100 ft. lot with small house trailer, sleeps 2. Skiing, boating and camping area. \$6500. L. S. Parmely, 1675 Arizona Ave., Milpitas, Calif. Phone. 262-2217. Reg. No. 983231.

'67H POWER Shift cat loader/available for rental. Equipped with side dump bucket, straight bucket, rippers and canopy. Fully maintained and operated, \$23.00. Owner-operator Edward A. Curtis, Phone 686-1869, P.O. Box 21278, Concord.

TD-15 HYD. DOZER, Intl., top shape, make offer, Fred Biolsi, 11191 Farnon Ave., Los Altos. Phone: 967-2157. Reg. No. 714891.

MOBILE HOME, '54 Spartan, 1br. 8x44 ft. good condition, \$1000 or trade for furniture. W. E. Silar, 329 Haven St. Martinez, phone: 228-5044. Reg. No. 908637.

TROJAN, mobile home, 2-bdr. double expando, awnings, porches, small equity and assume loan, or assume unfurnished. Carl Dorsett, 3765 Castro Valley Blvd., Castro Valley, Calif. Phone 581-4107. Reg. No. 957534.

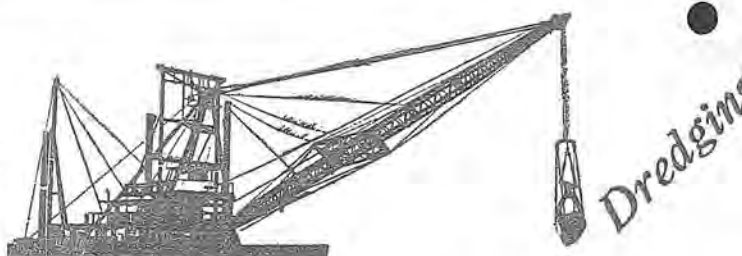
SCUBA, SKIS, Freyrie FX9 Epotex Italian metal skis, ski free bindings and poles, \$65. Scuba gear, 72 cu. in. tank with pack, sportsway (navy-type, one hose) wet suit with zippered cuffs, large, \$100, all in good shape. Peter Marks, 2061 Fifth Ave., San Rafael, Reg. No. 1144938.

WANTED TO BUY

TED WILLIAMS type tent, trailer, Willis Dearing, 551 Culp Ave., Hayward, phone: 581-1668.

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.



BY AL HANSEN

At the present time, Shellmaker Dredge has shut down their dredge "Explorer" at Rio Vista, however, they still have the "Vanguard" operating.

Associated Dredging recently picked up an oxidation pond job at Suisun Bay. Details are sketchy now, but we will have more about this job at a later date.

At present they are working 2 clamshell dredges—the Delta No. 1 and Delta No. 2.

We are very happy to hear that Brother Lou Ferrari has been released from the hospital

—he has been laid up for about 8 months. If any of you dredge members live in the vicinity of Fairfield—you might pay Brother Ferrari a visit.

Brother E. E. McElroy, one of our dredge members for quite a number of years, has finally called it "quits" and is pending out. We do wish him all the best of luck and being the fisherman hunter that he is—we know just where he will be spending most of his days!

Best wishes for a speedy recovery to Brother Louie Olivieri who is scheduled to enter the hospital in Sacramento.

Two Major Contracts Awarded in Silver State

By **NORRIS CASEY, GAIL BISHIP, JACK BULLARD,** and **BOB VICKS**

RENO — Two major highway construction contracts totalling nearly \$6 million were awarded by the Nevada Department of Highways during the month.

Charles T. Parker Construction Co., of Las Vegas, was awarded a \$4 million project beating out six other bids for construction of a portion of the state highway system in Clark County on Interstate 15, 19 miles northeast of Glendale and two miles west of Mesquite.

In the other bid, Nevada Rock and Sand Co. edged two other bidders for construction on FAS Route 544, between Interstate 15 at Garnet interchange and 22 miles south of Alamo, and on FAS 809 between 18 miles northwest of Glendale and junction with 544. Cost: nearly \$2 million.

Construction of Interstate 15, between Mormon Mesa and Mesquite, according to the department, will entail a record-setting 3.5 million cubic yards of excavation.

Up to 60-foot deep cuts and 80-foot fills will be required on this 10-mile project in Clark County.

The project includes construction of the Riverside-Bunkerville interchange, two miles from the southern end of the contract and will connect the freeway with ex-

isting state secondary roads through the area.

Another major structure will be the Toquop Wash bridge, 244-foot long span rising 40 feet above ground level.

Plans call for one million yards of gravel, three-quarter million pounds of steel and 11 tons of asphalt.

Dodge Brothers, of Fallon, built the original 20-foot wide gravel road in 1924 at a cost of nearly \$240,000, and it was the state's largest single job.

In 1954 the present road was built at a cost of \$1,114,400 and it set a record for southern Nevada.

Work is currently underway on Interstate 15 across Mormon Mesa northeast of Glendale with Nevada Rock and Sand contractor.

Throughout the state, however, cold weather, snows and rains predominate the construction scenes.

Recently, Elko and Ely tie for the nation's coldest spot at 13 degrees below zero. Both Jim Wilkins, living in Tuscarora, reports excellent ice fishing near Wildhorse.

Schools have been closed as the old rotary plow is a familiar scene in the Silver State.

Industrial Construction, U.S. 80 at Button Point, east of Winnemucca, is stockpiling aggregate, and dirt work "goes" weather permits.

Helms Construction is completing the excavation for the Duval Millsite in Copper Canyon. They picked up an additional six miles of roadwork from Duval also, at this work is underway. Stearns & Roger, prime contractors for Duval Corporation, are already excavating and pouring footing.

Brother George Ward cleared a hydraulic hoe to dig footing and Brother Del Kaufman cleared on the grease truck.

Brothers John Conn, George Kolhepp, Jay Lambert, and Dick Clyde are cleared for the survey crew, laying out the work for Stearns & Roger.

KEEP RECORDS

Brothers, we are even now in the process of settling a dispute with a contractor over back pay. In the process of settling the dispute, one of the seven members kept a dairy of dates and work performed. This record at the Business Representative

—Continued on Page 1

NOTICE: Voting On Election Committeemen

In conformity with Article XII, (C) Elections, Sec. 1, of the By-Laws of Operating Engineers Local Union No. 3, elections will be held at the first regular District Meeting in each District, beginning in April, for Member of the Election Committee which will conduct the election of Officers and District Executive Board Members in August.

There will be one Election Committee Member elected from each District by secret ballot of those Members present whose last known address 10 days prior to the first such District Meeting in April was within the area covered by the District.

Nominees for the Election Committee must be registered voters within the respective Districts, must have been a member of Local 3 for one year next preceding their nomination and shall not be a candidate or the nominator of a Candidate for any office or position.

See list of District Meetings to be held in April elsewhere in this edition of Engineers News.

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. 3, Calif.



DISTRICT MEETINGS

April

DISTRICT 4

Eureka — April 5
2806 Broadway

DISTRICT 7

Redding — April 6
100 Lake Blvd.

DISTRICT 6

Marysville — April 7
Elks Hall, 920 D St.

DISTRICT 1

San Francisco — April 13
Labor Temple
16th & Capp

SUB-DISTRICT 1 OF DISTRICT 1

Honolulu, April 13, 7 p.m.
I.B.E.W. Hall
2305 So. Beretania St.

More--NEVADA

Continued from Page 12—

ary are providing the major
sis for settlement. We cannot
phasize strongly enough the
necessity of accurate work
aries. Keeping a diary may
ll make a trailer payment for
u!

Jack Bullard, representative in
stern Nevada, moved to Elko.
s new address is: Post Office
x 248, telephone number: 738-
89.

TAHOE AREA

Martin Brothers, of Tahoe
alley, was awarded the clearing
b at Round Hills, at \$61,000.
his will be the site of the new
wage treatment plant. It will
e about 60 days before they can
ove in on this project.

Gibbons & Reed won the
ingsbury Grade job with a bid
\$653,000. We have asked for
pre-job and will have more in-
ormation on it in the next issue.

Santa Rosa Record

Bids on Freeway Due March 23

BY RUSS SWANSON,
WHIT WHITTAKER

SANTA ROSA — The State
ivision Highways will open bids
is month on a proposed \$4 mil-
ion improvement to Highway 101
o extend the freeway design in
anta Rosa.

The project includes: a four-
ne freeway, 1.9 miles between
oute 12 and Edwards Ave., with
mp connecting roads and
age roads to be constructed
y grading and surfacing with
ment concrete and asphalt on
ement treated base over aggre-
ate subbase, five bridges and
or retaining walls.

Two other items of interest for
uture work developments: The
ate of California division of
ivers and Harbors has okayed
ne million dollars to ra a study
n Noyo harbor with an eye cast
ward enlarging it because of
reased fishing facilities.

When a project of this scope is
arted, there will residual con-
ruction including roads, sewers,
ank protection, increased resi-
ential and commercial building.

The second project which
ems to be "thawing" after a
gal deep freeze is the gravel
peration near Jenner on the

Superhighways Save Souls?

Federal Aid for Highway Construction

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

SALT LAKE — As the days
become longer, we look forward
to an early Spring indicating the
wheels of construction will start
to turn again. Weatherwise, this
winter has been a mild winter
with an abundance of snow in
the high mountain areas and a
minimum in the valley.

According to Blaine J. Kay,
highway engineer for the State
Department of Highways, Utah
will very likely achieve its great-
est construction program in its
history. The only possible deter-
rent would be curtailment of
highway funds on the federal
level, or adverse weather condi-
tions during the summer months,
which isn't likely.

Following is a resume of an-
ticipated work, at a contemplated
\$60 million figure. The bulk of
the programming and construc-
tion will go into the Interstate
System. The remainder will be
distributed into other highway
systems.

The ratio of federal participa-
tion in the Interstate system is
about 95 per cent, with state
funds providing the remaining 5
per cent. Utah has been allocated
934.5 miles of the super-highway
system. The total estimated cost
of this system is approximately
\$565 million.

The national Interstate system
slated to be completed by 1972,
will extend 41,000 miles and will

link every major city from coast
to coast and border to border. It
is estimated that this super-high-
way system will carry more than
20 per cent of all motoring traf-
fic.

SAFE HIGHWAYS

Utah presently has 190 miles
of the freeway open and in use
to the motoring public, and con-
struction is underway on an addi-
tional 482 miles. It is estimated
that Utah motorists will save \$8
million per year in traffic acci-
dent costs after the Interstate is
completed.

Among the major highway
projects that will be completed
and open to public use this year
are the following:

- I-80 from Parley's Canyon to I-15 in Salt Lake City. This will be surfaced with concrete and it is estimated that this section of highway will ultimately carry traffic volumes well over 100,000 vehicles per day.
- I-80 from the 5th and 6th South Interchange in Salt Lake City to Redwood Road.
- I-15 from 33rd South to 53rd South, Salt Lake County.
- Layton to 31st Street in Ogden on I-15 from Weber to Davis counties.
- I-15 from Spanish Fork to Provo.
- I-15 Perry to Brigham City.
- I-15 South Cedar City to Haimlton Fork.
- I-80 Echo to Emery.

STATISTICS

Also, slated for completion during the year will be a major project in Price Canyon, which involves the widening and straightening of U.S. Highway 6 and 50.

Of considerable importance to the tourist economy will be the completion of three spectacular bridges on State Road 95 in southeastern Utah. These bridges will make it possible to cross the Colorado River without the necessity of taking the Hite Ferry. The bridges will open scenic vistas unparalleled anywhere in the United States. Sta-

tistically, there were 552,237 reg-
istered vehicles at the end of
1964, the latest official reporting
period. Total mileage on roads
and streets in Utah amounted to
36,891.4 miles. The state high-
way system accounted for 5,
687.3 miles; national parks, for-
est and Indian reservation roads,
8,377 miles.

NORTHERN AREA

We hope that by the time the
"News" reaches you most of the
snow and cold weather will be
gone and the interstate work is
started.

Morrison-Knudsen Co. at Echo
Junction on 11 miles of Inter-
state closed down completely
because of the heavy snow and
deep frost.

Gibbons and Reed Co. has a
number of work projects in the
northern area. In Ogden a num-
ber of brothers have been work-
ing during the Winter on the
crusher and odd jobs in the
shops. At Round Valley there
are few Brothers working in the
rock on the large cuts for the
Interstate Highway. There are
three jobs in the Ogden Valley,
one at the mouth of Weber Can-
yon which is moving a little;
their Hot Springs Interstate
should be getting in full swing
any day now. Also, Gibbons &
Reed are the apparent low bid-
ders on the Interstate Highway
from 300 North 31st Street in
Ogden.

Fife Construction Co. on the
Harrison Blvd. extension has
been able to move a little dirt
this Winter on their big cut.
After it freezes at night next
morning they cut the frost off
the top! We've never seen so
much mud at the top of a high
hill as this!

Hoover McGhan started eight
miles of pipe and a few experi-
mental evaporation basins at Lit-
tle Mountain for the Lithium
Company. We hope to know more
about this project after Lithium
is able to test their products. If
it works out there may be mil-
lions of dollars spent in the near
future on buildings and roads to
the Great Salt Lake.

Russian River planned by Utah
Construction.

Utah has nearly solved its legal
problems concerning this ven-
ture, and if this is true, a dredge
will start work near the mouth of
the famed river loading barges
to transport the material to the
Bay Area for processing.

Rumors concerning the Cum-
mings Highway project are just
that—rumors! Bids have not been
called for to date.

WORKING PROJECTS

Companies working are:
Siri Construction is doing a big
percentage of its work moving
into a new location, off the free-
way south of Santa Rosa. Don
Dowd is nearly finished with
work at Oakmount and will start
the new Cotati High School near
Sonoma State College.

Argonaut Construction has a
fair workload ahead but pre-
sently a few are working outside
of the shop. Windsor Sand and
Gravel, Basalt Rock and Hein
Brothers all have limited crews
but hopeful look for an early
start this season. Wise and Mc-
Ginty is nearly at a standstill and
may start soon on their River
Road project. George Carr Co.

is on schedule on the bridge job
near Duncans Mill. Crooks Broth-
ers resumed operations on High-
way 1 near Manchester. It in-
cludes about a 500,000 yards of
fill. Gist Co. is winding up con-
struction on bridge work at
Casper with Earl Parker ready
to complete the highway work in
connection with the bridge.
Absco Paving manages to work
on various projects in Ukiah-
Lake County and Willits areas.
Kirkwood Bly is plugging along
on pipe work on Sonoma Ave. in
Santa Rosa, while Herrington
Construction is nearly finished on
bridge work near Leggett. Harold
Smith at St. Helena always seems
to be busy while Gutung Co. road
job near St. Helena is at a stand-
still due to the weather.

Huntington Brothers is ready
to start its \$600,000 job near Dos
Rios and Adam and Smith of
Richmond is the low bidder at
\$398,000 for construction of a new
bridge at Dos Rios washed out
by floods last year.

MEETINGS

Many thanks must be said to
you for your continued excellent
attendance in the various meet-
ings scheduled in the area. The
next two meeting dates for you
to remember are: March 10 in
Ukiah, June 2, Santa Rosa for
the Regular District meetings.

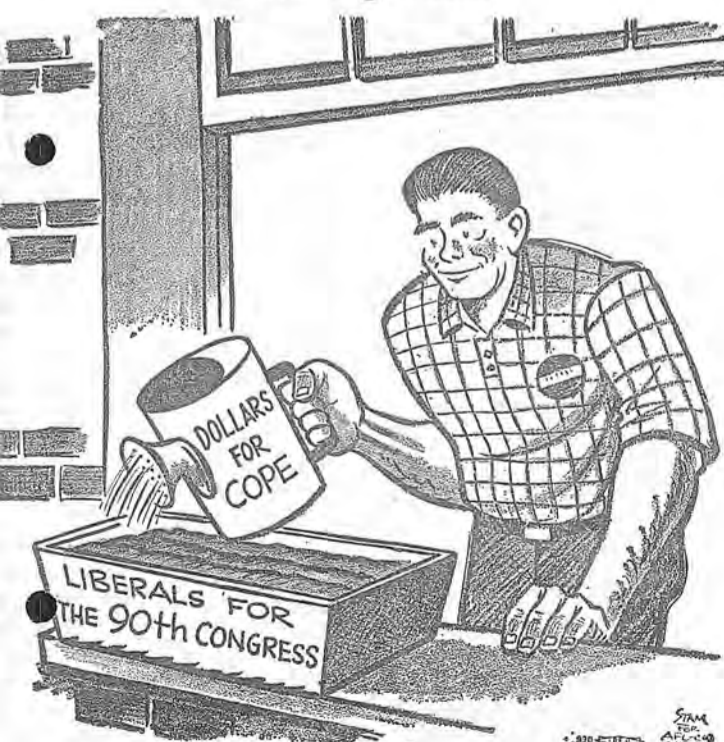
BLOOD BANK

We mentioned a few months
ago an effort to recruit volun-
teers for blood, and to date the
following have signed that they
are willing to give: R. Schuman,
Carl Nelson, Ralph Suenram,
Jerre Paolini, Roy Weiser, Allen
O'Brien, Joe Pedrini, Russ Swan-
son, and A. Cellini. Won't you
contact us and add your name
to the list? The supply is very
low!

Our thanks to the following
members who have already
donated: Mrs. Norma Jean Miller,
Reginald Miller, Wesley Hay and
Floyd Webb. Special thanks go
to Russell Kennerley, who has
become a steady doner.

Disability refund forms are
still available in the office, so
those of you who have worked
for more than one employer dur-
ing 1965 may have a refund com-
ing. Check with us or the Dept.
of Employment.

Seeding Time



PLANNING? — Call the ERBCO Man!

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Antique Equipment



TIN TOP—this 60 cat with McMillan scraper was owned by Peter J. McHugh in the late 20's, and picture was taken on the ranch owned by Gov. "Sunny Jim" Rolph, on Skyline Blvd. near Redwood City. Operator was George Thomas.



EARLY 'FRISCO—these are sixty cats with buggy tops on a spread on Parker St. across from St. Ignatius Church around 1928-30. Operators were: Brothers George Bender, Fred and Mott Rutan.



TRAIN LOADING—with no identification on this shot, it looks like a clam bucket and stiff-leg arrangement to load rock into nearby trains in the Lindsay, Calif. area in 1923. Note team of horses at right keeping stockpile level.



EARLY TRUCK—Brother Les Nedrow, now living in Stockton, wheeled this early two-cylinder Autocar truck in Lindsay, Calif. Workers at left are shown heating rakes to lay "hot stuff" by hand. The truck carried one ton of material. Contrast with today's modern, automatic behemoths capable of a 100 tons and more, and the modern slip-form paver to lay asphalt.

San Mateo Area

Rubber Rigs Bogged in Mud

By **BILL RANEY, MIKE KRAYNICK, and GEORGE BAKER**

SAN MATEO — After many weeks of almost steady rain, we now seem to get sunny weather most of each week, but as soon as a little dust flies, we have just enough rain to cause the rubber equipment to "spin out." Despite this, we find at least 75 percent of the Brothers are not off work long enough to draw unemployment insurance.

Very little new work has been let this year. However, many fair-sized jobs have many months to run.

Our San Mateo Engineers Blood Bank has been depleted by 20 pints this month as an unusual number of the Brothers or their families have suffered serious illness. Yet, only two pints have been added this year! One in January by Brother Robert Buckingham and one in February by Brother Jack Riley. If this rate continues, we just won't have a blood bank! If all the engineers could see and feel the re-

lief and gratitude of those Brothers and their families who have needed and used this free facility, we are sure the bank would be overflowing.

To those of you who may unfortunately not be working and have time on your hands, why not give a pint of blood at the Peninsula Memorial Blood Bank at 1791 El Camino Real, Burlingame, in the name of Operating Engineers Local No. 3. It is located in the first building on the right as you enter the driveway to Peninsula Hospital.

At this writing, it appears that the big Redwood Shores project will go. This joint venture by the City of Redwood, Leslie Salt, Ideal Cement Company, DMJM, etc., covers some 4600 acres, and will eventually involve a price tag nearing \$200 million for public improvements alone. This indicates the total value of the project is too big to write. The Foster City complex is less than one-half the acreage, and has barely started.

We may look forward to many

years of construction work for Operating Engineers and other skilled craftsmen in the building trades.

Many Brothers have been ill this year. Brother Bob Hunt is recuperating after another stint in Sequoia Hospital and is joined by Brother George Marsh and Ben Shade.

Brother Jim Daniel was down with the flue, like so many other Brothers, but is back at his dispatching desk again. Brother A. C. Beebe had another heart attack and is recuperating in St. Joseph's Hospital in San Francisco.

Last month we had a very informative Safety meeting in San Mateo which was well attended and helpful to all. Emphasis is being placed more and more on the recent changes in the safety codes and the tremendous influence it will have on the industry. We are sure that the next meeting on Wednesday, May 25, held at the Carpenter's Hall, 8 p.m., will be better attended as the Brothers realize its import-

Marin Construction a 'Wash Out'

By **AL HANSEN and JIM JENNINGS**

SAN RAFAEL — Rains and heavy material have "washed out" most North Bay work in the Marin and southern Sonoma County area, however, rock, sand and gravel plants, in addition to other material handlers have been working steadily.

Maggiore-Ghilotti and Madsen Co. have two good jobs working at present at Sunny Hills Shopping Center in San Anselmo and pipeline work at Richardson Bay Sanitary District.

The Marincello project is still in the planning stage, and further appearances are anticipated before the Marin Planning Com-

mission and Board of Supervisors.

There is, however, some engineering and site testing work on the project. Carlos Gonzales is doing the engineering work, and Harding Associates, testing.

Brother Joe Silva informs us the Bahai job, near Novato, should resume again. Joe is the Fire Chief of Bolinas and foreman for Elmer G. Wendt's Bahia project.

We understand a few Brothers have been called to work by Wendt. They are:

Tom Alcorn, Bob Northup, Bob Kittell, Jess Van Meter, "Lucky" Sprinkle, Whitey Everett and Ralph Wendt, mechanic. In addition, the company "fired-up" another dragline and dozer.

E. A. Forde Co., of Corte Madera, is paving the new McGraw-Hill Publishing Co. warehouse, north of Novato.

Brothers working in the Ben C. Gerwick yard in Petaluma have been working all Winter on pre-stressed concrete jobs the company has contracts open for and in building concrete piers.

Business Manager Al Clem addressed apprentices at "Apprentice Night" at the College of Marin recently and traced the history and organization of Local 3. Also in attendance were Dale Marr and Fran Walker, who presented an excellent safety program, which included color slides of recent on-the-job accidents.

Marv Soiland and Willie Ghilotti, members of the Joint Apprenticeship committee in this area, spoke with praise of the apprentice program and the progress it is making.

There were about 60 Brothers present at the meeting and we'd like to thank those who signed for the Red Cross First Aid Training program. We feel this program will be a great value to the members, families and Union in safety-proofing Local 3 members.

During the month we have signed several short form agree-

ments with new contractors opening businesses in Marin.

We also bring attention to our Brothers of recent cases involving employers issuing paychecks without deductions and not showing the hours worked. This is very important to you to have these deductions and hours reported, and it is doubly important to have this information in the event of any discrepancies in your pension and health, welfare credits.

On a closely related matter, we were successful in securing some \$8,000 in unpaid wages for 17 Brothers with Gill Construction and Lindo Engineering, prime contractors on Drake's Bay job. The sub-contractor went out of business, and because of a clause holding the prime contractor accountable, the award was made in favor of Local 3 members.

Another violation involved unpaid fringe benefits by H and H Construction Co. amounting to nearly \$5,000 and wages of nearly \$1,000. The violations occurred on several jobs the company was the sub-contractor.

One further note: we extend our thanks and appreciation to the Stewards and Safety Committeemen for their cooperation during the year, and trust we may enjoy the same during 1966.

Oldtimers' Corner

Tunneled Cut Buries Shovel; Operator 'Seats'

The "Oldtimers' Corner" in December featured stories from "Missou" Sivils, and this month Les Nedrow, of Stockton, tells of a 206 P&H shovel lost on a highway job between Calistoga and Lake County.

Nedrow worked with Curly McDonald Co. and he says the shovel was buried when it tunneled under a cut. The operator wiggled free, and ran down the highway and never stopped for his check. The shovel belonged to Ross Construction Co.; Sivils worked on the same project for Ross.

In 1924 Nedrow operated a shovel and truck for McDonald after oiling for Marv Fields, who later became a representative for P&H. Nedrow worked on the Calistoga to Healdsburg road through rugged terrain.

Nedrow is "on the bank" now after a serious operation and is receiving a disability retirement, and praised Business Manager Al Clem for his outstanding record since 1960.

To Your Health!

