

Register Now to Vote November 3

ENGINEERS

NEWS

STATIONARY ENGINEERS LOCAL 39



OPERATING ENGINEERS LOCAL 3

Vol. 23—No. 8

SAN FRANCISCO, CALIFORNIA

151

August, 1964

Dehydration Survey Tests Heat as Safety Factor

SAN LUIS DAM—A team of doctors from the U.S. Public Health Service and the California State Department of Health conducted a 10-day "heat and dehydration" survey among Operating Engineers working the heavy equipment here on the canal during July.

According to Dr. Austin F. Henschel, here from the USPHS in Cincinnati, the purpose of the heat and dehydration survey is to measure the effect of climatic temperatures, including the radiant heat from the equipment, and determine if there is a relationship to industrial safety.

Dr. Thomas H. Milby, of the California State Public Health department, indicated both he and Dr. Henschel were pleased with the cooperation of contractors and men operating the equipment. He said that preliminary information indicated the survey was a "success".

Dr. Milby said complete tabulation of information from the more than 75 men who participated will be made available in the near future.

Detailed charts of the temperatures, humidity, wind velocity and radiant heat was kept at regular intervals from 7 o'clock in the morning until 4 p.m.

The Operating Engineers were weighed each morning prior to operating the equipment. At the noon lunch break the selected men's temperature, pulse and respiration was checked again and this was repeated at the end of the shift in the afternoon. During the shift, the men were observed and the amount of liquid intake and excretion was noted. Some of the men lost as much as eight pounds during the shift.

Dr. Milby, at Berkeley, indicated this body weight loss was not alarming because the men made up this loss after the shift by taking in sufficient liquids and solid foods to replenish the loss. He did point out that some

of the men indicated a "drowsiness" during periods of extreme heat.

What effect extreme temperatures have on the men will be further indicated when the final tabulations and interpolations

are made by Dr. Henschel and his staff, Milby added.

The survey was conducted at the behest of Business Manager Al Clem in Local 3's continuing concern for safer working conditions on the job.

State Safety Division to Air Blasting Regulations

FRESNO—The Industrial Safety Division of the California Department of Industrial Relations recently held a meeting in this valley town, and prime on the agenda was revision of the code governing the handling of explosives.

Too many accidents have been happening to men in the construction and allied industry as the result of men handling caps and explosives who do not always take all necessary precautions.

The revised section pertaining to handling of explosives would include the licensing of explosive handlers, sellers and those who deliver explosives. Persons in such category would have to meet rigid state qualifications for their license, and someone handling explosive charges, for example, blowing tree stumps, would not necessarily be licensed to handle explosives on a construction job.

The Division would set up the exams and require a five dollar fee, and a \$10 annual fee for a certified blaster's certificate.

Further, it was proposed, that

in the event of a rejection of a man's license to handle explosives, there would be an appeal board to review these cases.

The appeal board would be composed of members from labor, management and the State Safety Division, and each board member shall hold a valid blaster's certificate with a minimum of two years' experience in blasting or its related technical equivalent.

One of the main contributing causes for accidents in the handling of explosives has been in carelessness. Examples were cited of men sitting on a keg of black powder smoking a cigarette, or leaving dynamite caps out in a construction field for anyone to walk by and pick them up, as was the case in a serious accident in Marin County recently. Also, another case was cited of a truck, delivering blasting powder, which did not have the powder lashed down properly.

The three-day meeting will be followed up with another meeting before the full Industrial Safety Division Board in Sacramento later this year.

San Luis Dam Changes Quiet of Los Banos

LOS BANOS—Over 900 Operating Engineers are involved in one of California's largest water conservation projects here in this San Joaquin Valley town, steeped in the tradition of "the rugged West".

But residents of Los Banos, a town with a population of over 12,000, aren't enthused with the huge earth-moving equipment reshaping the Valley to carry California irrigation water from the Sacramento Delta area south to San Diego county.

Los Banos has its own history based on the life and career of one man—Mr. Henry Miller, who was a business baron and large landowner about the time of the Franco-Russian war of 1866.

Miller had an uncanny sense of foreseeing economic change and being the first to take advantage of an opportunity. At one time he owned over 500,000 acres of land in the Los Banos-Dos Palos area. He and a San Francisco investment group in 1871 built the Mendota canal from Mendota Dam to Los Banos, a distance of about 38 miles.

It was during this time, also, that the "open range" law was passed by the California Legislature to prevent the cattlemen from fencing in their lands, and the importance of the "sky farmer" producing important wheat and grains for sale to Europe won out over the cattlemen.

Miller and Lux interests prevailed and eventually through the purchase of government lands, owned the seed and farmers.

Even today, driving through the area, the traveler stops at Miller's historic Canal Farm Inn. It's easy to get someone to tell you about "the good old days". And Miller left his trademark in the heart of the city he loved when he created a park where annually there is the traditional "Henry Miller May Day Celebration".

Today's Los Banos residents look upon the San Luis Dam project as "changing our historic past". It's lousing up their duck hunting areas and fishing, they will tell you.

New business, mostly new motels and wayside restaurants, are springing up and "outsiders" are penetrating this proud citizenry.

While the economy of the town is being aided somewhat, they feel it is not a permanent thing. The heavy equipment of Morrison-Knudsen, Utah Construction, Guy F. Atkinson, Brown and Root and many others, and operated by Brother Engineers from Local 3 is "imposing" on this agricultural and historic town.

STATISTICS OF DAM

Statistically, the San Luis Dam project will cost over \$511 mil-

lion and involves moving over 75 million yards of material. The cost of the joint-use facility is shared by the State of California and the Federal Government under the Bureau of Reclamation. The State is bearing 55 per cent of the total cost. In addition to its share, the Federal portion authorized over \$192 million for construction of distribution systems and drains in the Federal Service Area. Separate water service contracts with users will cover repayment of the costs of these additional facilities.

LAND USE

When a full water supply is available after project construction, the San Luis service area will be devoted to supplying water to irrigate field crops of deciduous nut and fruit crops and long staple cotton.

THE FUTURE

Grain, the "historic crop" of the Miller-Lux era, has been relegated to the ignominious role of "second crop". However, it is felt that the growing season will be 85 per cent of the year in this frost-free area and should stimulate new industries in the frozen food line. Combined with outstanding recreational facilities around San Luis reservoir, another industry, tourism, will develop.

But in the meantime, and for several months to come, there is full employment in the area as Engineers' equipment churns away reshaping Mother Earth.

MACHINE OF FUTURE

One of the most advanced pieces of equipment on the canal job is the R. G. LeTourneau "L-90", triple-can Electric Digger which single-handedly picks up about 90 tons of material with ease and no assistance from pusher cats.

The M-K Reach 2 spread at Mile 18 is utilizing one such rig, in addition to several "L-60's", which carry 60 tons of material.

Harold McQueen operates the "L90" in air-conditioned comfort which also includes a radio for his pleasure. McQueen was one of the men tested by the U.S. Public Health Service during the recent dehydration survey noted elsewhere in this issue, and is Job Steward for M-K.

The electric digger may be a forerunner of earth-moving equipment of the 1970's. The digger is powered by one, two or three, depending upon size and contractor requirements, 475 hp GMC electric diesels. The en-

—Continued on Page 11



INTERESTED LISTENERS . . . at the Oakland meeting in July, the Labor Temple was packed to hear proposed changes in By-Laws. The vote was an overwhelming vote of confidence in officials.

Memo

from the
Manager's Desk

By AL CLEM

At long last in the great majority of our jurisdiction, the sun has begun to shine on both sides of the fence. The number of members on the out-of-work list diminishes daily.

One of the dark pictures is in Utah and Nevada. In Utah some of the employees of the Kendecott Copper Company, other than those who are members of Local 3, are on strike and, it goes without saying that our members are forced out of work due to this unfortunate situation. Negotiations are still in progress and we are hopeful for an early settlement. There is a considerable number of the members employed at Bingham Canyon who are on the out-of-work list, and we only hope that we can afford work opportunities for every one of them.

THE NEVADA SCENE

We still have a picket line at Andy Drumm's shop in Fallon, Nevada. Having won the election there, we have at this time been unable to negotiate what we consider a satisfactory agreement to present to the membership. Negotiations are stalemated at the present time with the Wells Cargo shop but we are reasonably sure that at the proper time, this dispute will be resolved to the satisfaction of those concerned.

VOTE IS OVERWHELMING

As many of you know, during the past two weeks there have been a series of 13 special-called meetings conducted throughout the Jurisdiction of Local 3 to vote upon the modifications of Articles V and VI of our By-Laws. Now that these meetings have been concluded, it is indeed gratifying to the Officers and Executive Board members of the Union, as well as myself, to note that those proposals submitted by the Drafting Committee and concurred in by the Executive Board have met with the approval of the membership in attendance at these special called meetings by an overwhelming majority.

We can only say thanks to those Brothers who showed so much interest in their Union by attending these meetings. We know that many of you travel many miles and it is this spirit of teamwork that makes for a good Local Union. We know that with this kind of support, we will continue to improve our working conditions and that we will also enjoy some of the better things of life.

SPECIAL AUGUST MEETINGS

We are looking forward to seeing many of you in the month of August where we will also be conducting a series of special called meetings to explain the other proposed amendments to the By-Laws, which in most instances were brought about by the recent changes in the Constitution as approved by the delegates at the International Convention.

We are now in the process of preparing these By-Laws in booklet form to be mailed to each member of the Union so that they may study them and vote their choice by referendum ballot. Meanwhile at these special called meetings in the month of August, which you have already been notified regarding time and place, we will discuss these amendments with you.

NEARLY 4000 DISPATCHES

During the month of July there was one regular agreement signed and 63 short form agreements, making a total of 64 agreements during the month. There were 3732 members dispatched to the various jobs during the month.

In conclusion, I am sure that all of you followed the recent political convention held in San Francisco. All of us who work for a living have a great stake in the future election in November so I urge you to register and you, in turn, urge every one of your immediate family to register.

WESTERN STATES CONFERENCE

Several of Local 3 officers and delegates just returned from the Western States Conference of Operating Engineers, which was held in Portland, Oregon.

We feel we got a lot out of the conference as it gave us an opportunity to compare how our Local is doing in relation to the other locals in the West. General President Hunter P. Wharton, Secretary-Treasurer Newell J. Carman and Executive Vice President Dick Nolan were in attendance from the International.

Jim Twombly was named secretary of the Western States Conference. He replaces Newell Carman. Russ T. Conlon, our friend from Seattle Local 302, was named president of the Western States Conference. We wish them both a lot of luck for the forthcoming years.

San Rafael In Throes of Near Full Employment

By AL. HANSEN

SAN RAFAEL — Equipment and men are scattered all over the county.

Brown-Ely Company is moving right along on several jobs around the county.

C. D. Madsen, J & K Construction, Underground Construction, Piombo Bros., Kelly Bros., Watkin & Sibbald, Ghilotti Bros. are all going well.

Finn Construction is back to work after a few days reorganization, with Dick Wise, newly appointed general superintendent and Shell Coudray, job superintendent. The company is working ten hours and there are a lot of smiling faces on the job.

Clementino also has a lot of little jobs going around Novato and other spots in the area.

Frank Moberly is doing well on the Scott Valley subdivision. Gaya Equipment moved in for a few days work at Richardson Bay on the Murphy-Pacific job. Murphy-Pacific are well under way on this job.

Syar & Harms-Gordon Ball have three crews going on Hwy. 101 at Hamilton Field. This looks like another three months on this job.

Coxco is also moving lots of material and hope to get started at the Novato Assessment District job some time this month.

Peter Kiewit is nearly finished on the job at Black Point Cutoff.

Elmer J. Freethy, from El Cerrito, called out a survey crew preparatory to getting underway at the Tamalpais Valley realignment for Corps of Engineers.

Hydraulic Dredge started this week on the Petaluma Creek job. This will be a three shift operation when they get into full swing. A small suction dredge began work on the north side of the Washington Street Bridge, clearing the way for the larger dredge. This is a \$250,000 job let by Corps of Engineers.

United Sand & Gravel "Sand-piper" is keeping busy out in the Bay with one full crew.

Associated Dredge is working in the area at the present time with two crews.

Shellmaker, at Richardson Bay, will probably finish up in a few days.

Basalt Rock, San Rafael, McNear's Plant and Novato Plant are all moving right along, on a two shift operation.

Hutchinson Quarry is very busy with a steady crew. Hein Bros. quarry at Petaluma is rolling right along with a steady crew.

Carlos Gonzalez, Civil Engineers, have plenty of work to keep their crews busy; also Dan Coleman Associates, Phil Lygren, Oglesby-Jacobs-Wickman, George Nolte, Warren Nute, Whitlow-Hoffman and Albritton.

We would like to thank the brothers in this area for taking the time and initiative to attend the semi-annual meeting Saturday afternoon, July 11. Many of our brothers were greatly impressed with the business-like manner in which our great organization conducted its affairs, and took occasion to call and inform us of this fact.

ENGINEERS NEWS

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RETIRED . . . Deltas G. Flagg, 70, has retired with more than 20 years service at San Francisco Shipyard on this Washington Whirly crane, and was cited for his dedication and skill in maneuvering his crane. He's been a member since 1942.

Hawaii Goes Hollywood as Engineers Work on Location

By HAROLD LEWIS
BERT NAKANO
CLARENCE FRIEND
WILFRED BROWN

HONOLULU — Construction work in and around the State of Hawaii has been progressing very steadily and should be picking up its tempo if the weather remains sunny and bright. Projects that have been pending for quite some time will soon be let out for bids.

One of the most interesting projects in progress is with Hercules Construction Company that has been working with the movie company, Sigma Production, Inc., filming "Harm's Way" in Hawaii.

This movie is being produced and directed by Otto Preminger with outstanding film stars such as John Wayne, Patricia Neal, Kirk Douglas, Burgess Meredith, etc. They have been filming this movie in Hawaii and is attracting the attention of the local people. Brothers Seikichi Ige, Charles Dedrick, John Amara, Alvin Burgo, David Abe, Elma Seghorn, Christian Goo, Harry Miyashiro, Royal Mitchell and George Aki are all putting in many interesting working hours on the sets.

At the present time, Hercules Construction Company has a small subdivision project out at Pupukea, Oahu and is also constructing the Hauula supermarket.

The State has put out for bid a project to build a cargo container station for the Honolulu Harbor. Reed & Martin Inc. was lowest bidder of four and is allowed sixty working days in which to complete this project. This cargo container station will be built of steel frame with aluminum shell construction. Work should begin in approximately sixty days.

Among the many grand hotels in Waikiki will be another high-

rise hotel, the Alohalani, to be located on the corner of Kapahulu and Kalakaua Avenues. This new hotel is expected to be completed in January or February of next year, according to Howard Pang, developer. The erection of this hotel has been very slow. The sixteen story frame was erected on the site last year and now Pacific Construction Company will do the finishing touches.

On the Ewa end of Waikiki between the Ilikai and Kaiser's hospital, plans for a multi-deck parking structure that could accommodate as many as 1,500 cars is being considered. The plans also call for a convention type ballroom and also a three-hundred room hotel.

The new Kahaluu cut-off road is now in full swing. Construction Equipment Company, Ltd. is making great progress. Equipment of all types can be seen in the excavation operations; cats and pulls can be seen in motion cutting the hill sides from the Kahaluu side of the Kahaluu Valley. Soon the hauling of fill material will be transported over to Kaneohe near Cintex Developers. Borther Shoichi "Mala" Tamashiro, Steward for this project, is doing an excellent job with the brother members there.

Brother Theodore V. Fragas suffered a possible concussion and severe cut in an armpit when his bulldozer he was operating turned over in Pearl City Heights. Brother Fragas managed to jump clear as the tractor rolled over. We all hope Brother Fragas a speedy recovery. This was indeed an unfortunate mishap.

Remember the Union office is open every Monday evening from 7 until 9 o'clock at 2305 South Beretania Street.

ENGINEERS NEWS

STATIONARY ENGINEERS LOCAL 39

OPERATING ENGINEERS LOCAL 3

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Your Vote Is Important; Register Now for Nov. 3

We have heard it said that the political thing to do is to stay out of politics; however, politics can help protect your paycheck, make more work available in needed fields of public works construction and thereby create further ability to buy a home, send your kids to school, live a decent and productive life and retire in dignity.

On the other hand, politics can wipe out your job, force you to live in slum-ridden poverty, shunt your kids off to shift for themselves and cast you into a retirement scrap heap of human indignity. Which shall it be? Election Day, November 3, we as Americans will have the opportunity to take a king-sized step toward answering this question. The men we elect will be given the job of providing the answer. We would be blind and foolhardy if we neglected to do everything we possibly could to elect the right men with the right answers.

Throughout the jurisdiction we will choose a President to lead our great nation for the next four years. He may be elected, or re-elected. We will also choose men for the House of Representatives and, in California, a new Senator. Also, there will be many choices to be made in the State Senates and State Assemblies in the four states covered by Local 3.

And, if past history is a criteria, there will be many state-wide and local propositions and issues for us to decide upon.

These are the issues and selections which will determine whether we set our sights up the road toward peace and an end to poverty, or backtrack to the hard times and useless waste of the Thirties.

Every member should take time to inform himself of the issues and candidates involved in the election.

To use your vote wisely, you should know the difference between what Barry Goldwater stands for and what President Johnson stands for. As a voter you need to know where the candidates for Congress, the Senate and state legislature stand on questions which may hit you in the pocketbook, or affect your economic and social future.

Your union officials work at getting out the vote and this includes active volunteers and office workers. You should work hard familiarizing yourself and voting members of your family of the decisions you face at the November national elections.

It is your duty to register to vote prior to the deadline on September 10.

SENATOR CLAIR ENGLE DIES

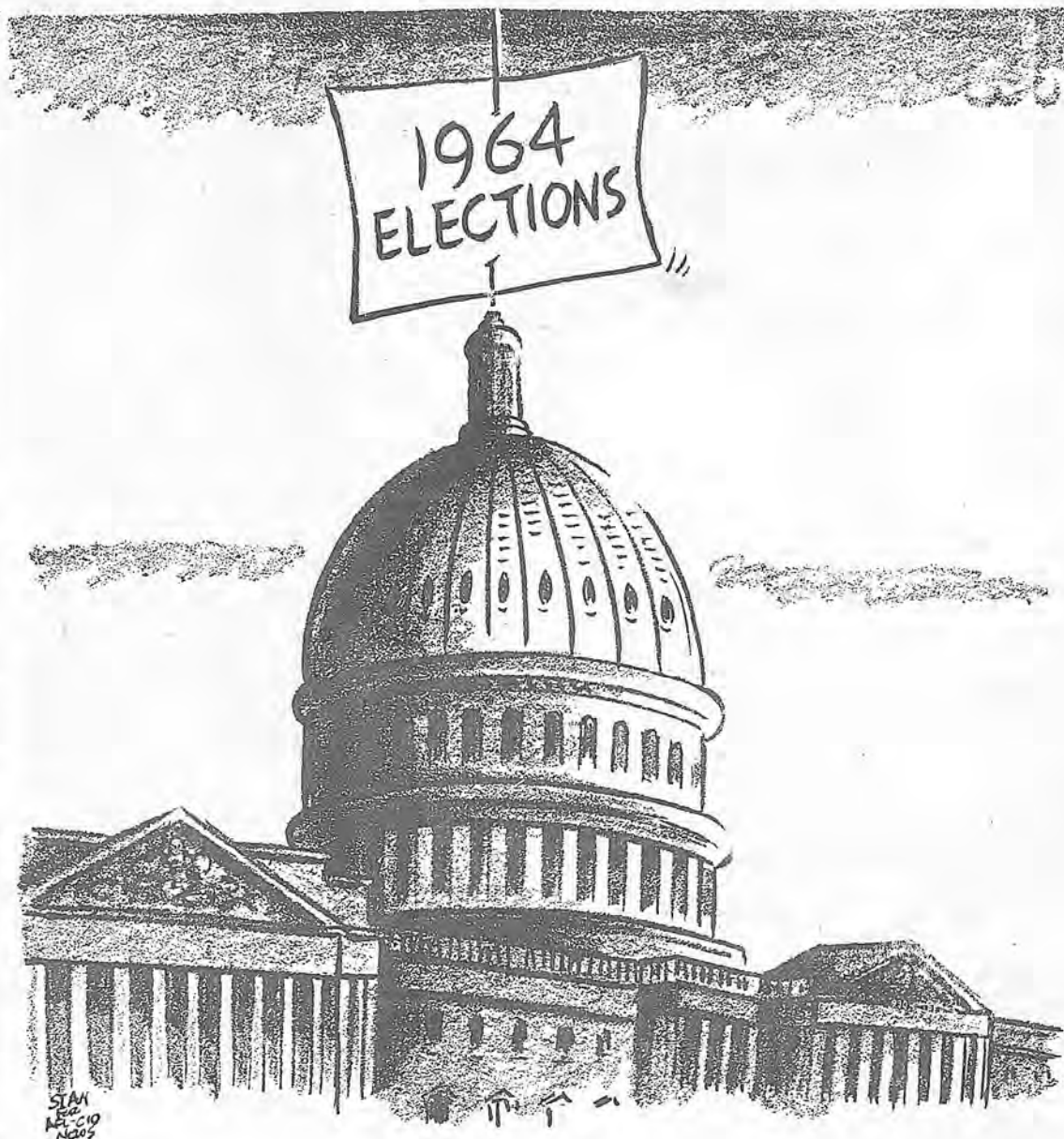
California Senator Clair Engle died July 29th at his Washington, D.C., home during the night. His terms in the House of Representatives and later the Senate saw him spearhead hundreds of millions of dollars worth of federal investment in California's water resources development.

He is credited with single-handedly bringing into being the Trinity River project in Northern California. Among others, he vigorously sponsored legislation authorizing every major expansion of the California Central Valley Project. These additions include the giant Folsom Dam on the American River, the San Luis project and the Sacramento Valley canals. Also, he authored the salt water conversion research program bill of 1952.

Many Operating Engineers in California have secured jobs as the direct result of Mr. Engle's tireless efforts. His passing leaves a large void to fill, and we trust our Brother Engineers will weigh this in making a voting decision at the November elections. The candidates may be appearing in your district. You should attend these meetings and exercise your American right and privilege to inquire where the candidates stand on issues of importance which will reflect itself on your paycheck and your right to live a comfortable and dignified life.

The choice is yours! Just remember to register prior to September 10 and be sure you and eligible members of your household are registered to vote and then VOTE IN NOVEMBER.

Weathervane



August is Household Month

By SIDNEY MARGOLIUS

August is the big month for home furnishings sales, with reductions available on furniture, bedding, rugs, household linens, curtains and drapes. Also look for cut-price specials on tires just before Labor Day.

But shop food values closely this month. Prices are rising, especially on meats.

August also is the month factories and dealers trim price tags on current model cars to clear them before the new ones arrive this fall. Even sharper price cuts will be available in September. Economy minded drivers who prefer a relatively simple, compact car may find the late Summer price concessions a double-barrelled opportunity. For one reason, on approximately the same size and model you typically save about \$150 at the close of the model year. For another, the forthcoming 1965 models are going to be longer, more powerful and more luxurious, with consequently higher operating costs.

In general, the manufacturers are planning to push larger cars next year with expensive optional features such as bucket seats. Because the auto industry has just completed a record sales year, it is convinced the public wants more size and power, and that the demand for compacts has dwindled. The industry made much the same mistake in 1959-1960, and had a recession as a result. While Detroit is pushing big cars, sales of imported small cars have increased 22 per cent this year.

Here are tips on other August buying opportunities:

FURNITURE: In shopping the August furniture sales, we advise comparing values at three stores at least, including one department store, one so-called "discount store" and one independent specialty furniture store. Department stores are especially sales-minded and often offer sizable reductions in the August Sales. Discount stores often sell furniture for about 10 per cent less than standard prices. But specialty furniture stores, especially when pressing for volume or in need of cash, sometimes are the biggest price cutters of all.

Beware the stores that emphasize installment terms, and especially those that promote large groupings such as "15-piece

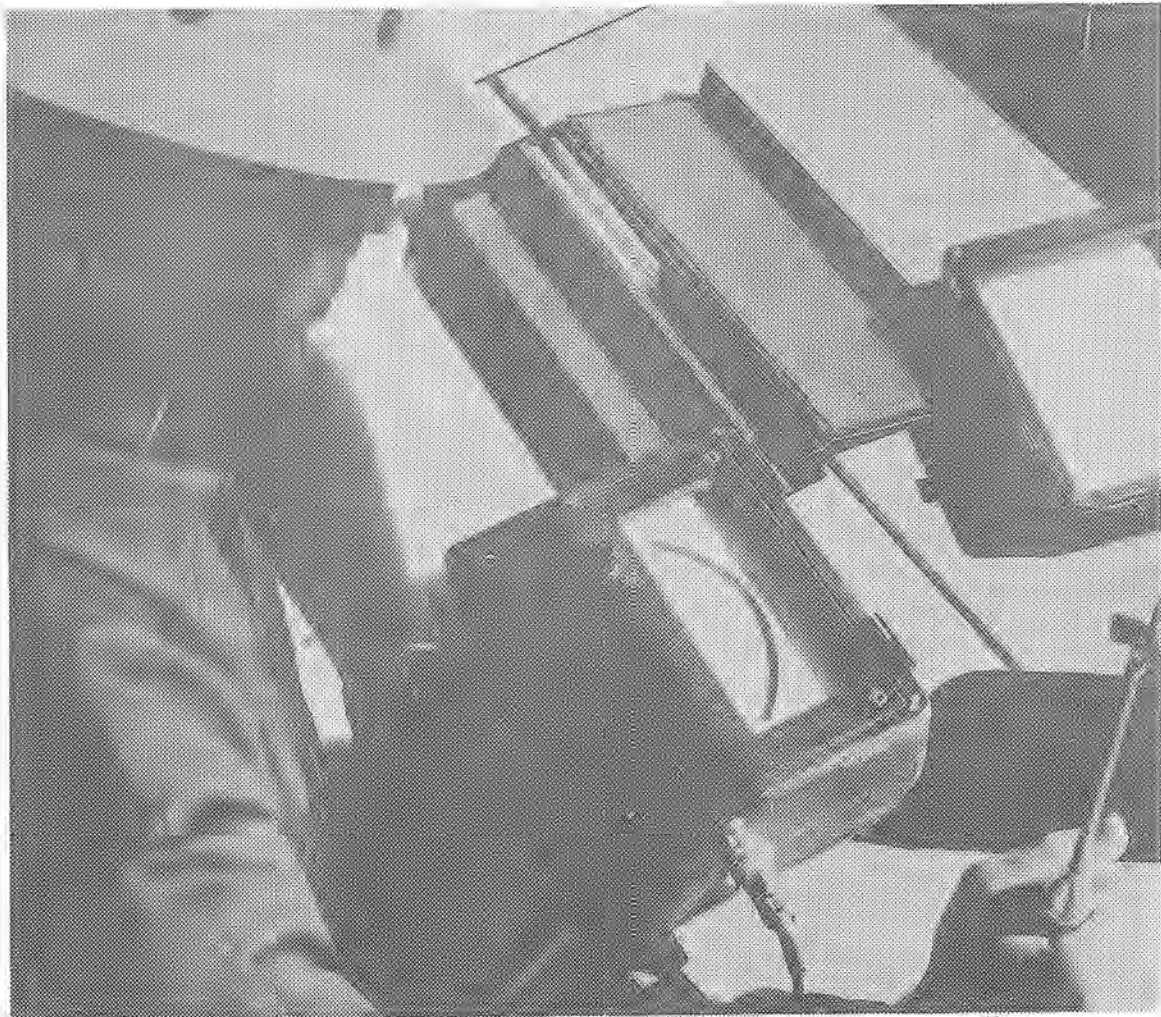
suites." Often the additional pieces consist of cheap lamps, pictures, etc., thrown in to build up the appearance of value. Often a complete set, such as a full bedroom set, does offer more value than assembling separate pieces, if you need all the pieces. But at sales you sometimes can find individual pieces sharply reduced, that can be assembled into a set.

Maple usually gives you more for your money than most other hardwoods. But you need to make sure whether you are being sold genuine maple, not gumwood finished in maple. Solid maple is closely grained. Gumwood may be satisfactory for your needs, but don't pay a "maple" price for it. Also examine the finish carefully to make sure it has depth and smoothness without the shininess characteristic of poorly made furniture. Oak also often is used in moderate price Early American furniture, and is closely grained, strong wood. Walnut is the most widely used furniture wood today, and makes strong, stable furniture although often a little more expensive. Mahogany usually is the costliest furniture. Pine often is the least expensive, and is satisfactory if carefully selected.

One simple way to compare values is to compare the same size chest in different offerings. Be sure the chest is the same size in depth as well as height and width. Some inexpensive chests may be only 15 inches deep; others 16, and the better qualities 17 to 18.

Also examine the construction details. Look especially for corner blocks, dust-proofing (a thin sheet of plywood between drawers) and the center guides on drawers. Dove-tail joints, which have wedge-shaped projections, are stronger than lock joints, which have square projections and holes, the New York State College of Home Economics points out.

RUGS: Prices of nylon rugs have been reduced this year and offer good value. But "nylon" rugs can vary tremendously in quality, even rugs bearing the name of the same fiber manufacturer, such as Du Pont. You need also to compare the closeness of weave, thickness of pile and weight of the rug.



Dehydration, Heat Survey Pictures

The dehydration and heat survey conducted by U. S. Public Health Service and California State Department of Public Health is graphically shown on this page.

The survey was requested by Business Manager Al Clem to better understand the relation of heat and body dehydration to safety on the job. According to Dr. Thomas Milby, of the state health department, the survey was a success.

At upper left, and progressing to the bottom of page and then to the top right the pictures show the following:

George Fischer, of USPHS, is measuring wind velocity with device which has heated wire in his right hand. As wind blows through wire and cools it, it measures the resistance of wire to an electric current as the temperature changes and the meter measures velocity.

Next, and below, Dr. Austin Henschel, of USPHS and assistant, check radiant heat from a L60 electric digger.

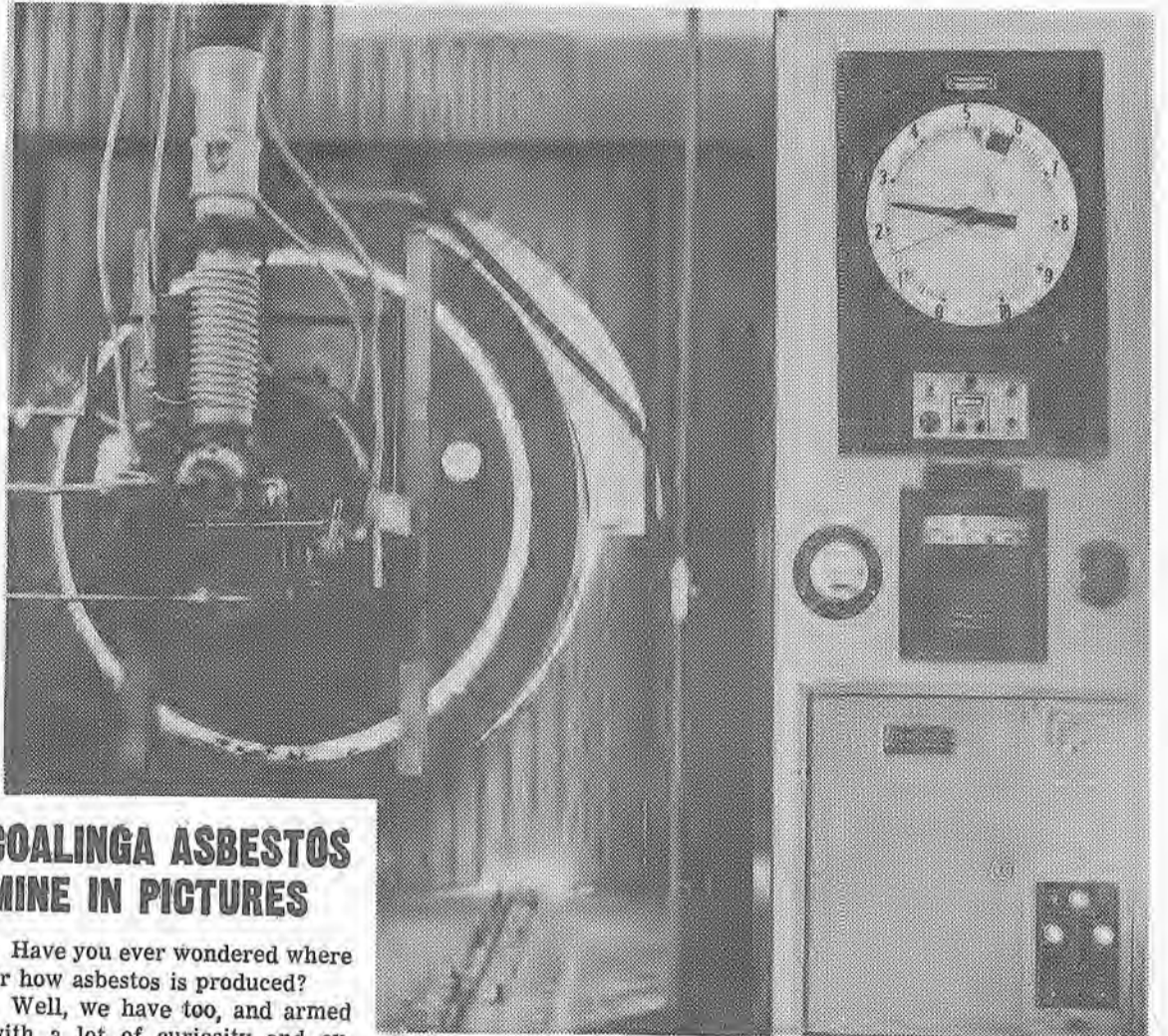
Below is a "psychrometer," used in measuring atmospheric humidity. A small propellor behind cone-shaped porthole draws wind across a wet and dry bulb-like thermometer in head of unit which transmits readings to scale at top of meter.

At top right, Dr. Henschel is taking close check of globe radiant meter, used to measure radiant heat of sun.

Below, Harold McQueen, job steward for Morrison-Knudsen at Reach 2 of canal on San Luis Dam project, is checked by USPHS man, Tom Carlow. Men were weighed and had their pulse, temperature, respiration and liquid intake checked during regular shift.

Final picture shows an Engineer, who hopped off his scraper at the Guy F. Atkinson spread long enough to snatch a drink of water. Temperatures of the day the survey team checked and these pictures were taken, were in the high 90s. However, it gets a lot hotter, according to the men on the job. The survey extended over a period of 10 days.





COALINGA ASBESTOS MINE IN PICTURES

Have you ever wondered where or how asbestos is produced?

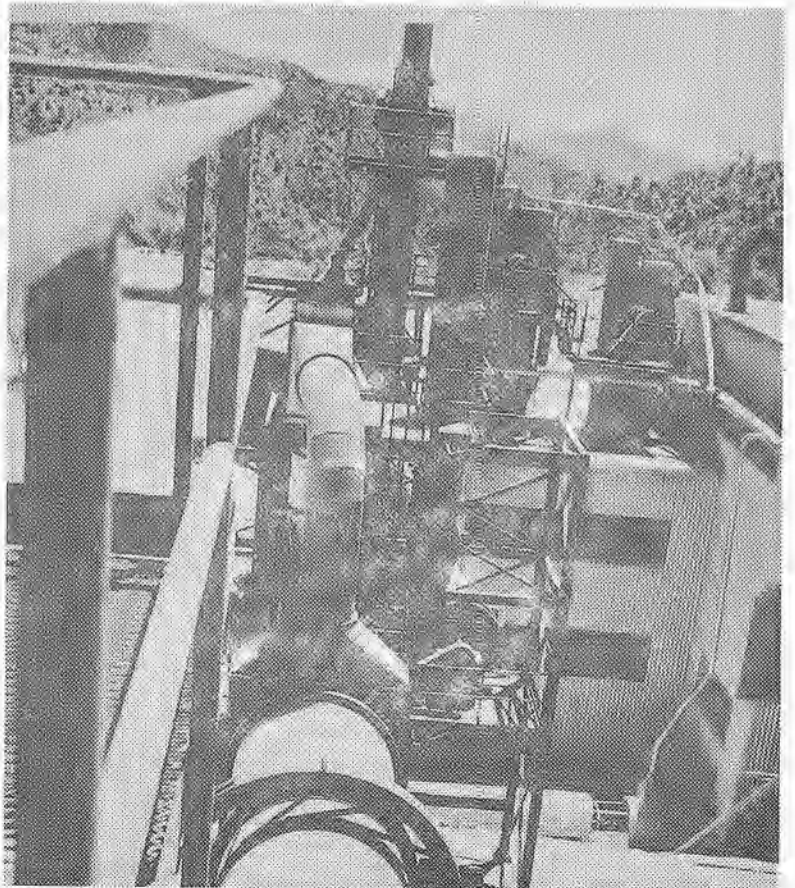
Well, we have too, and armed with a lot of curiosity and experts in the field from Coalinga Asbestos Mine in Coalinga, Calif., we set out with our camera to bring you the story here in picture form.

To begin with, asbestos is mined in the desolate hills of Coalinga, near Fresno. The middle picture, left, shows the mine in the hills in the background with the grizzly and trommel and conveyor in the foreground.

Top left is the raw asbestos going up the conveyor while a loader (top right) dumps raw material into hopper.

Second from right is gas-fed furnace and gauges showing temperature at 1200 degrees, which heats 34-foot revolving tube, bottom right, where asbestos tumbles around and is dried, then it goes to "shakers" in building where it is separated.

Final step is bagging operation, lower left, under compressed air and sealed and sent on its way for manufacture into useful consumer product. The company is one of newest to join the fold of Operating Engineers. Charles Borrer is manager.



Blue Skies

'Unseasonable' Weather Over; Sacramento Back to Grindstone

By ERNIE NELSON, AL DALTON, CLEM HOOVER, TOM ECK and ART GAROFALO

SACRAMENTO — Sunny and bright skies have erased the effects of late season rains and snows in the "high country," and the prevailing "good weather" is helping Brother Engineers throughout the Sacramento dispatch area finally get in some time.

gineers throughout the Sacramento dispatch area finally get in some time.

The problems of snow and rains have disappeared at the American River project while French Meadows and Hell Hole are running double shifts. The back road out of Hell Hole down Long Canyon has been oiled to hold down the dust problem.

Of course, on any job there are problems, but the men are handling them as they come along.

The tunnels are boring along on triple shift, and our Brother Engineers are doing an excellent job. The tunnels are all pumping water.

Hardeman and Bedford is double-shifting the big dirt spreads and the shops are running around-the-clock.

Granite Construction, on Rollins Dam, started double-shifting part of the crew, while the shops run on three shifts. The company expects work on the project well into January, 1965.

The Guy F. Atkinson crews are finishing and turning in many long hours trying to stay ahead of the paving.

WATCHFUL EYE

F&W has its cement plant set up and running and is operating a hot plant, too. Everyone has a "weather-eye" out for bad days ahead when operations will come to a standstill.

Continental-Heller Co. started placing the pre-stress columns at the shopping center at Fifth and O Streets which will include several stores and three-floor parking facility.

Continental, along with Campbell Construction, have nearly all pre-stressed panels in place on the nine-floor County Courthouse building.

The area is being cleared in the block bounded by 9th and 10th, O and P Streets for two new State buildings. These will be let for bid in the near future.

Also plans are being laid for a heating and cooling plant to furnish all the State buildings in the downtown area with heat and air conditioning. This plant will cost an estimate of \$10.5 million.

Peter Keiwit and Sons are still going strong on the freeway job at 29th-30th Street. P K & S brought in a new P&H 30-ton truck crane. The third crane on this job.

Brother Walt Sims has ventured out into business for himself. Got a small pipeline job on "U" Street. Good Luck, Walt.

Campbell Construction Company started a rice storage job in the Yolo Port. Lentz Construction Company is doing the excavating with Lebrout and Dougherty and Raymond Concrete driving pile.

A. Teichert and Son is going strong on the pipeline job in the Elk Grove area and finally moved into good ground and are not bothered with cave-ins.

Peter L. Ferry and Son are getting close to the end of their levee repair job at Clarksburg. They have two sites under construction at the present time. One above and one below Clarksburg Basalt is laying the rock on the slopes on this project.

DAVIS AREA SLOW

Over in the Woodland-Davis area work is still a little slow. Guy F. Atkinson have the excavation done on their building on the campus and have started up with the forms. They have two more of these buildings to construct at a later date.

The North Area finally broke loose and all of a sudden jobs sprouted up all over the place. A number of underground projects are running with a good number of Brother Engineers on each, such as Krpan Brothers, Inc. along Watt Avenue, A. Teichert and Son in Carmichael, Lentz Construction Company in Carmichael have enough underground work right now to keep the Brothers busy until December. Charles Dorfmann is moving in on his underground job in the Roseville area, the Baldwin Construction Company on various underground jobs in the North Area.

The Brighton Sand and Gravel Company picked up three road

jobs in the North Sacramento area. One on Greenback Lane, one on Madison Avenue and one on Howe Avenue. The company intends to move the same crews from one project to the other as they finish up.

Matich Brothers at Sunset City is moving some equipment back and putting some of the brothers back to work again.

Lloyd E. Tull, formerly known as Allied Plumbing Company, is getting some ditches dug and pipe laid under the direction of Brother Jake Green, the Superintendent. Trico Construction Company is doing the excavating on this project.

The Delta Construction Company is keeping the Brothers busy on the new area "K" excavations at Aerojet and Nielsen-Nickles Company and Wilkins Drayage on the structures.

Stan Gilbert, Inc. is keeping the Brothers busy all about town and especially the excavations for the new Sutter Hospital extension.

We understand the Donald Drake Company was awarded another floor on the new hospital in Carmichael before they even got rolling on the original six story project. This job is well under way with Lentz Construction Company on the excavations and P & C Drilling Company, Clark and Clark and Zouer-Jarrell Foundation Company, Inc. is drilling the caisson holes.

All plants in the North Area such as P.C.A., Arden Sand and Gravel and A. Teichert and Son are going fairly good. P.C.A. is installing a new Barbar Greene Plant at their Fair Oaks operation.

POLLOCK PINES AREA

Granite Co. freeway job at Rupley Grade, East of Placerville is almost completed. One more month should do the trick. They also have a freeway going through Pollock Pines. They should finish this one this year, if everything goes all right. The rock plant is working two shifts. About 70 operators are working on this job.

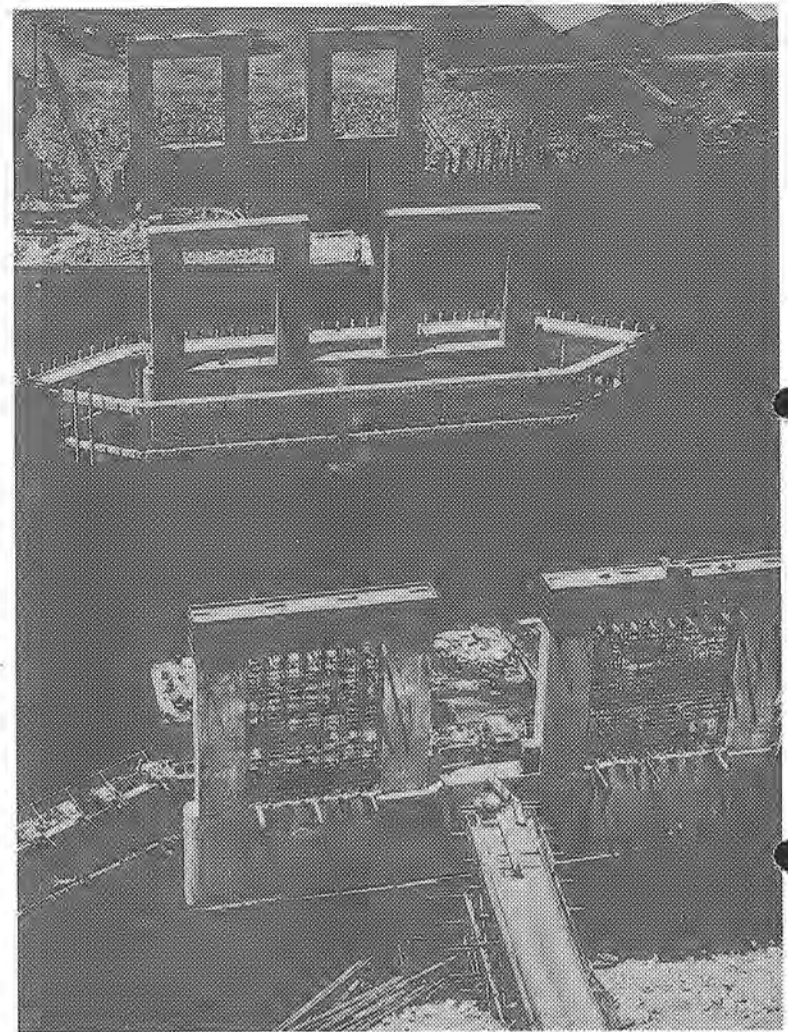
Kuckenber Construction has another freeway job West of Placerville in the El Dorado Hills area. This is a tough rock job, but they are moving a lot of muck and using a lot of powder. There will be another job let in September which should make a beautiful highway all the way to Placerville and will speed up the traffic and cut down the accidents.

Del Cable Inc., on the Cameron-El Dorado housing project, will soon be complete. They also have another job on Highway 50 to start, and also a land developing job.

Heavy Construction Co. is starting a housing and Golf Course project East of Placerville on Highway 50. This will last all summer and keep a number of Operating Engineers busy.

J. A. Jones Co., on the Robbs Peak powerhouse should finish up this fall. They are bidding on more jobs.

Ets Hokin, on Chili Bar powerhouse, will be finished in November. This company has Walsh Construction's crane rented and has made a good job for Brother Anderson and Brother Ross.



SACRAMENTO . . . here is an early morning picture of footings of new bridge at Sacramento which will link the Capitol City's new system of freeways to avoid downtown congestion.

Granite Tackles Three Big Jobs in Eureka Work Area

By RAY COOPER and CURLY SPENCE

EUREKA—It looks like Granite Construction Co., which recently landed the big bridge job across the Klamath River at Klamath, is in the area to stay. The company also was successful in bidding the 101 highway freeway job at McKinleyville and highway 299 at Blue Lake.

Superintendent Earl Bernard, an old-time dirt man, is driving the Blue Lake job and most Brothers are happy to be working close to town.

At the McKinleyville job, the company is laying the "hot stuff" and has two hot plants working full bore.

Granite shall be starting the Klamath Bridge job shortly. Moseman Co. is handling the bridge work and there should be several jobs for our Engineers. (And the fishing on the Klamath should be good as weather has been ideal.)

Clifford Bong Co. started its rock quarry to supply the Crescent City North Jetty rip-rap where there is a NW 80D for loading out and a Manitowac to place the rock on the jetty.

Shellmaker Dredging has the job of cleaning up the Crescent City harbor after the tidal waves which raised havoc a few months ago. D. W. Scott Construction is nearly finished on the "Citizens Wharf" at Crescent City. North Coast Paving Inc., a good union company, is getting a lot of work around Crescent City.

Bad ground and big slides curtailed operations for Casey and Lind Co., of Portland, Ore. on the highway job between Bluff Creek and Orleans, Calif. Seems as if the money ran out before the job!

Elsewhere, heavy tourist motoring combined with the regular flow of traffic is putting a hitch in the Morrison-Knudsen job

from Dean Creek to Sylvandale. However, M-K is nearly finished with the dirt job, while Mercer-Fraser is putting down the cement-treated base and asphalt.

Mercer-Fraser's hot plant at Essex has a full crew, and its big shop, operating at Eureka, maintains a crew of heavy duty repairmen the year 'round.

Near Alderpoint, the Jessie Harrison Construction Co. is off to a flying start on its road job outside of town. The Engineers here are among the finest crews moving dirt.

Highway 101, from Trinidad to the Del Norte County line, a distance of 28 miles, is getting a face-lifting. American Paving, of Fresno, is laying a blanket of "hot stuff" here from its plant on Redwood Creek, near Orick.

Work Force Outstrips Available Jobs in U.S.

The increase in the nation's labor force outstripped job growth in 1963 resulting in more unemployment last year than in 1962, according to the Labor Department's monthly Labor Review.

Despite average employment of 69 million in 1963, a special report in the publication's June issue noted that while the U.S. labor force expanded by 1.1 million in 1963, employment rose only by one million.

Moreover, the 1963 employment gains were significantly larger than the average annual increase in jobs of 700,000 registered between 1955 and 1962.

White collar employment last year climbed about 300,000 and blue collar jobs rose 700,000 with all the increase taking place among skilled and semi-skilled workers, the report said.

Obituaries

Name—City	Init. Date	Date of Death
Carl Anderson, Oakland, Calif.	10-18-36	7-22-64
Rondo Bauer, Vacaville, Calif.	8-7-48	7-21-64
Henry Bardlemeier, San Jose, Calif.	10-7-50	6-29-64
Walker Beamer, Kamuela, Hawaii	5-3-64	5-30-64
Claude Blatt, Biggs, Calif.	3-11-62	7-21-64
Al Cole, Stockton, Calif.	1-2-43	7-11-64
Gaston duBos, Boulder Creek, Calif.	9-2-44	7-20-64
Bishop Dycus, Ukiah, Calif.	10-25-48	7-24-64
L. C. Kendrick, Eugene, Oregon	6-6-42	6-29-64
Wm. J. Napier, Eureka, Calif.	8-3-57	6-17-64
Jay N. Parke, Pittsburg, Calif.	10-6-56	6-29-64
Wm. Plumb, Sanger, Calif.	10-2-43	7-8-64
Robert Rayborn, Sacramento, Calif.	9-8-56	7-19-64
James Ridling, Woodland, Calif.	11-19-61	7-17-64
Clyde Sarmento, Novato, Calif.	9-8-51	7-15-64
J. E. Tanner, Los Molinas, Calif.	10-31-42	7-21-64
Orvil Thomson, San Leandro, Calif.	8-3-57	6-7-64
Walter Short, Brown's Valley, Calif.	9-5-42	7-20-64
James Vahey, Daly City, Calif.	11-5-49	6-23-64

NO INDUSTRIAL ACCIDENTS THIS MONTH

Personal Notes

SACRAMENTO

Brother Bill Woodyard, member of the Grievance Committee and of the Executive Board of Local 3, is recovering in Sutter Memorial Hospital as the result of an on-the-job accident. Engineers wish him a speedy recovery and early return to the job.

We thank and extend our appreciation to the following who recently donated a pint of blood: Ken Avery, Chester Brzyscz, Tom Fuller, Mrs. Pauline Howe, Peter Hyatt, Mrs. Veronica McJunkin, Frank Manas, Mrs. Ruth Oswald and Fred Wachtel. Keep up the good work because we need a lot more.

SAN RAFAEL

Best wishes for a speedy recovery to following brothers who have been on the sick list:

Ben Thompson, recently confined at Marin General Hospital with a cracked knee, is on the mend but is still wearing a cast.

Happy to see Brother "Doc" Sherman, back from Arizona, where he was for his health the past six months.

Best of luck to Brother Bill Napier, who retired, and is now enjoying fishing.

Our thanks to Brother Charles Snyder for taking the time to donate to our Blood Bank, also Brother Duane Hope for his blood donation.

Condolences to Brother F. (Frenchy) Carpentier on the loss of his wife.

Merz Bros. took delivery on a brand new Cat 12 Blade (De Luxe model), with all the modern extras, and runs like a charm, according to Brother Milt Gamboni who had the honor of taking the paper off the seat.

"Babe" Ghilotti, formerly with Shamrock Materials, is now associated with V. Maggiora & Son, forming a new partnership to be known as "Maggiora & Ghilotti".

Congratulations to following Brothers upon becoming proud fathers: Brother George Bushton, a boy born on June 28th; Brother Sandy Mills, Jr. a boy at 8 lbs. 4 ozs. (Grandpa Sandy Sr. strutting around lately at Ghilotti's Shop.) Brother Billy Crouch, a boy weighing in at 7-14.

We are sorry to report the sudden passing of Bro. Clyde Sarmento on July 25th. Our condolences to his widow.

SAN MATEO

New arrivals to Engineers' families are a son to Mr. and Mrs. Bob Speiser and a son to Mr. and Mrs. Bill Mackey—Condolences to Mr. and Mrs. Wilburn Hunt on the recent loss of their new arrival.

Brothers in the hospital are Frank Williams, Sequoia Hospital, Ira Carlock, Sequoia Hospital and Dan Nahmens, Palo Alto Hospital. Speedy recovery to all.

FRESNO

We extend our sincerest sympathy to the widow of our late Brother, William Plumb.

Your blood bank contribution is greatly needed, and we appreciate Elwood Humphreys donation of a pint of blood recently.

SAN JOSE

Our congratulations to: Brother & Mrs. Loren McPeak, are parents of a baby boy, born in Sequoia Hospital, Redwood City, May 15.

All of the Brothers are not grounded. Brother and Mrs. R. B. Priest recently flew to Tokyo and Hong Kong, and then to Moscow.

Brother John Stephen had been hospitalized in O'Connor Hospital in San Jose and is home and recuperating nicely.

Blood Donors: Robert Sandow, Andrew James, Owen Snyder! To these Brothers goes thanks from all of us.

We have had 2 pints of blood donated in the Santa Cruz area, both by Brother Robert Martin. We have been taking a further check of the people residing in the southern end of the County and find that we have **no blood donations from the brothers living in this vicinity.** For this reason, we checked further and find that there is a Mobile Unit in the Monterey, Seaside and Pacific Grove areas, and that the Local Paper in the area gives the time and place where the Mobile Unit will be on a specific date, in order to service the people in this area. Watch your local paper for the place and the date. If the response is not good, we then know that you brothers in that specific area do not care to have a Blood Bank.

Brother D. W. Mills is hospitalized in the Veteran's Hospital in Palo Alto. If any of you brothers have a few spare minutes, please drop in and say hello to Brother Mills. He will appreciate seeing or hearing from any of you.

UTAH

Brother Art Irwin is in the Hospital with a blood clot. We hope it is not serious and he will be around a long time drawing pension checks.

MARYSVILLE

Brother George Belote is getting along fine after a recent heart attack. While visiting him at the Fremont Hospital in Yuba City, he seemed anxious to get back to work.

It seems as though Brother Theodore Dodson is having his share of trouble with a back injury. He's back in the

Season Finally Dawns; San Antonio Dam Starts

By A. J. HOPE, W. HARLEY
DAVIDSON, G. L. MOORE,
JIM HALL

SAN JOSE—Work in this area has finally launched into orbit, and according to the Brothers, all is "AOK." The work list has been trickled down to a few "A" operators for shovel and cranes, but overall, things are looking bright. The busy season finally has dawned.

Biggest thing in the news is the \$12.9 million San Antonio Dam project with Green Construction starting preliminary excavation this past week. The 198-foot high dam must be complete by December, 1965, to trap the winter rains.

Included in the overall project are: 11 miles of access roads, 70-foot wide boat launching ramps in each of the four recreation areas, 450 campsites, 145 picnic sites, 150 trailer sites and water and sewage facilities. Under present conditions, this job is a straight 40 hours per week and to date we have been able to take care of the manpower situation.

SOUTHERN COUNTY

Granite Co. has two shifts going on the by-pass job at Watsonville and Peter Kiewit's \$3 million job at Moss Landing has plenty of action.

McNamara's 101 highway job at Camp Roberts is booming along; Madonna is coming on strong on its job at Bitterwater and Wilmouth is starting its street job at Gonsales.

Other new work for the future: The U. S. Army Corps of Engineers awarded an exploratory drilling job on the Soquel Dam site to J. M. Pitcher Co.

The Laguna Creek Pipeline job went to Fairley Constructors; C. K. Moseman Co., of Fresno, was awarded a contract for installation of storm drains and grading of one-half mile of street in Seaside; Stockton Construction Co. is making repairs to outfall sewers in Salinas; Dianto Co. will be working on Lockwood Road around San Antonio Dam.

NORTH COUNTY

Freeway projects dominate this area. Frederickson & Watson and Lew Jones is on a joint venture to start the remaining link of the new freeway Loop through the cities of Cupertino, Sunnyvale and Mt. View to the Bayshore Highway at a cost of nearly \$1 million for six lanes of 280 Sara-

toga-Sunnyvale Road and a four-lane interim connection to route 85, south of Homestead Road.

Another multi-million dollar project will include a 4.7 mile stretch of freeway of Interstate Route 280 from Saratoga Avenue, San Jose, to Stallings Road, Cupertino. Cost is \$4.5 million.

Looks like the Hood Corporation will get its aqueduct job started. There has been considerable trouble because the pipe was out-of-round, but this condition has been taken care of, and the brothers are working again. Hood has a 54B backhoe, a 1025 P & H together with a big ditching machine, 70-ton Lorraine Truck Crane and three smaller ones.

A. J. Raisch is keeping the brothers very busy these days, with a number of jobs going in the area, as well as their project on the Monterey Highway. They were also low bidder on the Lincoln Ave. job from San Carlos to Coe Ave. Looks like they have enough work ahead to keep their crews busy for the remainder of the season.

Gedar Waxwing Is Bill of Fare To Santa Rosans

SANTA ROSA—Potted pigeon is an epicurean delight in Paris, but in Santa Rosa Stewed Cedar Waxwing is the bill of fare.

Recently, outside the window of the district office of Operating Engineers, Local 3, representative Russ Swanson and his secretary were lamenting the apparent demise of a Cedar Waxwing while a second Waxwing looked on. Before Swanson could complete funeral arrangements, a knowing Brother Engineer, B. W. McGrath, explained this seeming tragedy.

The birds had their bills in the "Berry Juice" and one had found a painless way to go "belly up." This salutary effect is produced by the birds eating "Pyracantha Berries."

Shortly, the "stricken" bird regained his feet, and accompanied by his "drinking buddy," staggered away and wobbled off into the sunset.

Fremont Hospital in Yuba City again, but is hoping to be released real soon.

We are happy to report Brother Dan Lindsay has been released from the Rideout Hospital in Marysville and is home.

Brother Ervin Sadler has been released from the Enloe Hospital in Chico and in discussing his accident with him, he must have been carrying a rabbit's foot in his pocket at the time he was hurt.

We wish Brother George Overstreet, in Medical Center Hospital in Oroville, a speedy recovery.

Best wishes for a speedy recovery to Brother Paul Simmons in Oroville Medical Arts Hospital after an accident on the Oroville Dam project.

STOCKTON

Our thanks to Mrs. John (Marjorie) Gosmeyer for her recent donation to the Operating Engineers Blood Club.

Brother James "Pat" Patzig, our grade setting instructor, took off for Tennessee with his Model "A" Ford to attend a Model "A" Ford conclave.

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Brother John Perkins was recently confined to Dameron Hospital for surgery. He now has been released and is progressing satisfactorily.

Brother Harold Hamrick left for Alaska, where he plans to work during the summer.

Stockton

WORK LEVELS OFF IN AREA; WILL PICKUP

By WALTER M. TALBOT,
AL McNAMARA
and GLENN DOBYNS

The work load has leveled off considerably since our last report, and this condition should prevail until September, at which time we expect the demand for operators will exceed the supply.

Jobs causing this expected increase of work will be Western Contracting Company's \$7,750,000 canal job between Patterson and Newman and O. K. Mitty's \$1,500,000 Jackson Valley Dam at Buena Vista.

Western's project was awarded several months ago but is not expected to be underway before September. This, we understand, is due primarily to new Euclid equipment in the 50-yard hauling unit capacity that is yet to be delivered. Rumor also has it the company is looking to another stretch of the California Aqueduct System that will be up for bid in October. This new job will adjoin the project that Western now has and extend south into Merced County.

Although Mitty does not expect to do much before September on their Jackson Valley Dam, they have now subbed the clearing to Plummer Equipment of Sacramento. However, burning restrictions are very rigid at this time of year, so Plummer will probably not be able to burn until Fall.

The levee job that was to be let by the U. S. Army Corps of Engineers on the San Joaquin River near the Maze Road in Modesto has been postponed until July 28, at which time bids will be opened. This job is expected to be over \$1.5 million and will provide Winter work for several of the brothers.

Other jobs now in progress in this area are:

Alpine County: Bishop Engineering, Forest Service Road job near Markleville; Hellwinkle Construction, Road work, Markleville; G. S. Herrington, Highway 4, Markleville.

Amador County: Wayne Bailey, Quarry work, Ione; Harms Bros., Highway 88, Silver Lake; Plummer Equipment, Clearing for Jackson Valley Dam, Buena Vista.

Calaveras County: California Drilling Co., Drilling on woods job Highway 4, near Arnolds; Claude Wood Co., Road job, Highway 4, Camp Connell; Fresno Paving, Paving Hookers job on Highway 4 near Arnolds; Granite Construction, Double-shifting on Highway 4, Tamarack; Lloyd McBride, Clearing for housing project, Arnolds; Osborn Contractors, Paving on Highway 49, San Andreas.

San Joaquin County: Contractors Sales Co., Repairing equipment at Hogan Dam, Valley Springs; Dukes Construction, Sewer construction, Lodi, Elmco, Mechanical work at the Libbey-Owens-Ford Glass Plant, Lathrop; Holt Bros., Equipment repair, Stockton, Modesto; International Harvester Co., Equipment repair, Stockton; W. M. Lyles, Sewer work, Stockton, Tracy; S. M. McGaw Co., Road construction at various locations, building site preparations at numerous loca-

—Continued on Page 16

Isomax Project Is Started; Will Move 420,000 Yards

By DON KINCHLOE, TINY LAUX, NORRIS CASEY, JAMES "RED" IVY, STAN GARBER and JERRY BLAIR

OAKLAND—Syar and Harms is well underway on the Isomax Project, a new installation for the Standard Oil Refinery in Richmond. Approximately 20 engineers are on this job which will move approximately 420,000 yards of dirt.

Brother Herman Cecil is superintendent and Ernie Bagwell is foreman, with the following brothers on equipment: Marvin Clark, blade; A. Boelter, loader; Boyd Davis, DW-12; Don White, gradsetter; D. Backman, mechanic; Vern Carpenter, D-8 dozer; Robert Huffman, DW-20; Kermit Cline, D-9 pusher; Lorrie Stone, DW-20; E. Ingram, D-8 dozer; Roy Town, DW-20; Robert Taylor, DW-21; Kevin Donahue, DW-20; E. Mallet, dragline; D. Owens, D-8 dozer; L. Douglas, oiler; D. Wright, Gradsetter; Jim Bean, D-9 pusher; D. Meifert, pump operator and E. Harms, welder.

O. C. Jones and Sons have been "cranking up" pretty fast lately and have crews fairly well scattered. Brother Harry Bartlett has the dirt and paving operation on the Barrett Street overpass going on schedule. Brother Bill Mathews is rocking and paving Castro Road in El Sobrante. Brother Geo. Nabors has the dirt crew on a housing development in Pinole, with several hundred thousand yards to move. Brothers Stan Hoberg, Tim Atkinson and Earl Savely on the 20's, Joe Brooks and John Fagundes on the pushers, Fred Arnold on the sheepsfoot and Willard Ballam on the tractor. Brothers Alfred Riboni and Bud North are working on surveying.

150 HOMES STARTED

There will be around 150 houses in the first phase of this operation selling from \$18,000 up. Brother Warren Houck is paving at Lido Square in Pittsburg. Brother Paul Godfrey is grading and paving at U.S. Steel in Pittsburg with the able assistance of Dave Furness on the blade and Dal Mastin on the roller. Brother Paul Gridley is winding up a small dirt and paving job at San Ramon. Brother Gil Burger is grading and paving Evelyn Avenue in Sunnyvale. Brother Bill Derby has been putting in some tennis courts at the Hotel Claremont. Brother Bob Romiti is starting the grading and roads at the new Safeway extension in Richmond. Brother Red Nolan and Loren Hoisington have been busy on several small jobs in the area. Brother Brady Johns is equipment superintendent; Irvin Cunningham, shop foreman; Stan Mattice, welder; Al Cleveland, mechanic; Tom Beathe, mechanic; John Southwick, mechanic; Don McKenzie, grease truck and Chuck Moure, grease truck.

UPPER CONTRA COSTA

Work in upper Contra Costa County has been pretty much one way so far this season. The dirt work has been real good and the freeways and sub-divisions, but plant work has been slow. The job at Shell Oil Company, in Martinez, has been rumored to have started for some time. However, as of now only the prepara-

tion of the site has been let. This will consist of a 2,000,000 yard dirt job. Winton Jones, from Concord, is the low bidder. This should start shortly and plant construction will start around the first of the year.

Other jobs that have been let are: Peter Kiewit & Sons, Shell Oil Co., Martinez, construction of new dock facilities. This job is a \$2,000,000 job with a duration of one year. It is under construction now.

Eugene Luhr Co., from Sacramento, was awarded a \$1,487,380 job by the Corps of Engineers for Walnut Creek Channel improvement from Suisun Bay to Grayson Creek. The company intends to start right away with two draglines and one dozer.

Hofmann Construction Co., of Concord, was awarded a \$1,574,000 contract by 12th Naval District for construction of new living quarters at Naval Weapons Depot in Concord.

Gallagher and Burk (\$237,855) by California Division of Highways to widen to four lanes Monument Blvd. between Buskirk Ave., in Pleasant Hill, and Oak Grove Rd., in Concord.

Wm. R. Cole, Berkeley, was awarded \$169,069 by EBMUD to finish and install 1440 lineal feet of 84-inch liner plate in existing tunnel at Briones Dam in Orinda.

Elmer J. Freethy Co. was awarded a \$319,630 job by EBMUD for construction of a 5 million capacity water tank.

Vincent Rodrigues Construction Co., of Hayward, was awarded a \$152,578 job by County Board of Supervisors for 15,000 feet of sewer line from Port Chicago to Shore Acres.

Columbia Steel has had quite a few contractors working in its plant at Pittsburg. Swinerton & Walberg had crews in here for some time and recently was awarded the construction of another machine. Others here are: C. Norman Peterson, Raymond Concrete Pile, Winton Jones, Parrish Co. and American Bridge Co.

C. Norman Peterson has a crew working at the Fibreboard Plant on Wilbur Ave., in Antioch, installing a pipeline between the plant and the PG&E Steam Plant. This should be a four-month job.

Gallagher & Burk is progressing well on the Concord Test Track for the Bay Area Rapid Transit District. We have quite a number of Engineers on the spread.

All trades and business ventures have their ups and downs and odd jobs included.

Schmidt & Sons, crane rental service, recently had a call for an unusual job. A whale washed up on the beach at the Atlas Powder Wharf, in Pinole. Woodrow Schmidt and his son, Gary, of 5691 Circle Drive, El Sobrante, were called to eliminate the problem. They had to move out with their 20-ton Insley truck crane and first of all, with a clam bucket dig a hole big enough to bury the whale. At low tide, Gary had to wade in, tie a line on the tail of the 10-ton whale to keep it from floating back to sea at high tide. When all was ready, they dug it in and buried it on the beach. "Woody" tells us the

job was a bit smelly and dirty but was done with the true spirit of an Operating Engineer.

OAKLAND DOWNTOWN

Work in the downtown Oakland area continues at a fair pace with the ratio of jobs being completed to jobs being let running about even.

Guy F. Atkinson is putting the finishing touches on a section of MacArthur Freeway and has opened it to traffic as far as Foothill Blvd.

Gordon Ball has most of the dirt moved on the adjoining section of MacArthur on the west end of the Atkinson job and is moving some of its equipment to a highway job near Los Banos.

Guy F. Atkinson has completed the fill for the west-bound lanes of the Highway 24 job west of the Broadway Tunnel and had to reduce the crew until this section is paved and the traffic switched over.

Fredrickson and Watson and Granite have started putting down the C.T.B. in preparation for the paving of the west bound lanes on the east side of the Broadway Tunnel. The two sections when paved will allow the routing of traffic through the new tunnel that was just completed (by Connolly-Grafe-Brayer & Harner) and the old tunnels will be closed for extensive repairs.

The R. A. Watson Co. completed the 1,000-foot exploratory tunnel for the Bay Area Rapid Transit District on the Orinda side of the hills and is moving to the west side below Lake Temescal where they have 1,200-foot to drive for the same purpose.

The Stockton Construction Co. has a number of engineers busy laying an 87-inch I.D. storm sewer line on 100th Ave. in East Oakland.

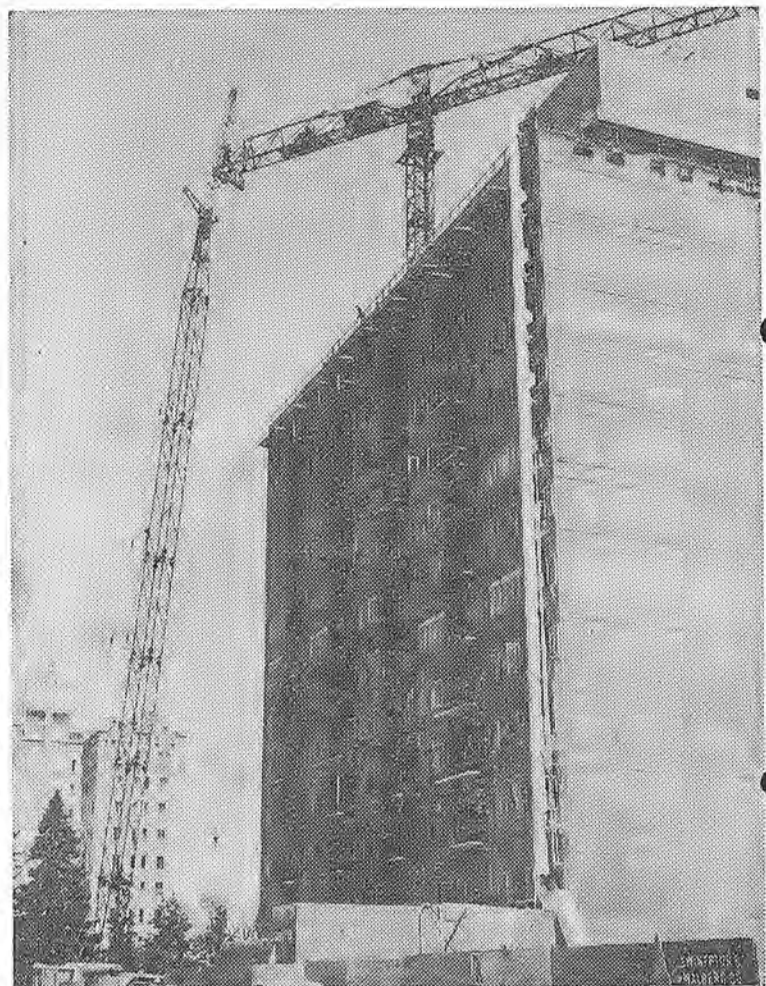
Gallagher & Burk was recently awarded a \$219,000 contract by the City of Oakland for the improvement of Skyline Blvd. from Bacon Road to Parkridge Drive.

The Duncanson and Harrelson Co. has a contract with the Port of Oakland to remove the old wooden wharf at Jack London Square and construct a new concrete wharf in its place.

M & K Corp. is pouring the foundation on a new \$2¼ million Alameda County probation Center at 4th and Broadway. C. J. Pankow and Associates have erected a Linden Crane on the new \$4.3 million six-story office and shopping complex at Broadway and MacArthur Blvd., for MacArthur Properties, Inc. The tower crane is being operated by Brother Walt Leabig, who was one of the first operators to man this type of equipment when it was introduced in the area. There are a number of other Engineers employed by various sub-contractors on the job which is scheduled for completion in April of 1965.

SOUTHERN ALAMEDA

Green & Winston's pipeline job near Byron has gone exceptionally well when consideration is given to the terrain and rock elements. The digging of the ditch for the 66-inch pipe is com-



NEW APARTMENTS . . . rising on the shores of Lake Merritt in Oakland is this new apartment for retired folks. Swinerton and Walberg are general contractors. Here tower crane is coming down with the aid of this truck crane with 140 feet of boom.

pleted except for the finish grade and the compaction. The job is approximately 60 per cent finished. The ditch was dug with a 995 American backhoe and this same machine and operator are starting to lay the first few joints at this time. Brother John Huter is the operator and his lubricating engineer is Harold Vian. The 20-foot joints weigh 20 tons. There are 10 operators and oilers on this project.

Granite Construction, on the pipe job between the two tunnels in Livermore and Sunol, is going along exceptionally well. They have had some rock, water and steep terrain and 20 operators and oilers. The biggest part of this ditch was dug with a 88B dragline and a backhoe. They have one digging machine in part-time operation. The boys say that parts of this digging machine came over in "Noah's Arc" but still does a good job. Up to date they have about 30,000 feet of 84-inch pipe laid and approximately 15,000 feet to go. The operator at this time on the 88B is Brother Bill Conn. Brother Al Soares is the oiler. Al Muns is the foreman on this spread.

The Kiewit job at Byron is still a two-shift operation. They have 23 mechanics and oilers and 67 operators on rubber, cats. This job is approximately 85 per cent finished with the approximate finish time in September 1964.

Finn Construction, of Santa Rosa, has a new skipper, Dick Wies, on its project near Pleasanton. Brother Sil Mondot is the superintendent and Brother Kim Pagonis is the day-shift foreman. The job is presently running two shifts with a total of 46 operators and oilers. The spread consists of six B pulls, one C pull, two drag lines, four cats, one blade, two cats with sheepsfoot, one compactor, one Huff rubber-tired dozer, five DW 20's. Looks like this job may get a little muddy before it is over.

Pipe Lining, Inc., on the south-bay aqueduct south of Livermore started on its pipe lining opera-

tion. This is the 84-inch line. They are pumping approximately 25 tons per eight-hour shift. Brother F. R. Mathews is at the control on the mixer. The superintendent is Elmer E. Dowdy. The estimated length of this job, if all goes well, is 22 weeks.

In the Southern part of Alameda County we have various smaller contractors busy with several housing projects with individual operator-owners. There are small backhoes and small scrapers and trenchers of various sizes and descriptions all over the place.

SOUTHERN ALAMEDA

A few of the contracting companies in this region are in full swing.

Vincent Rodrigues is working on the 15-block section of pipeline from 135th to 150 Aves., in San Leandro. Brother Lee Russell is operating a new Koehring hoe and Brothers Scotty Douglas, side boom D-7; Charlie Case, backhoe; Herm Ridenaur, loader, while Brothers Alan Carr and Paul Bunten are oilers. Douglas is steward and Case, safety committeeman.

Seven Engineers are helping Hutton and Feria get going on Kay Homes, in Centerville. Mission Pipeline is slated to do the underground work.

Heim Brothers started clearing on the Gordon Ball MacArthur freeway job in San Leandro. Ball has 100,000 yards on dragline work with dirt moving spread to start in a few weeks.

The \$3.5 million Montgomery Ward contract should start in about a month on the new shopping center in Fremont.

SAN MATEO MEETING

SAN MATEO — Members in the San Mateo area are reminded to attend the joint safety and Credit Union meeting slated to be held at Carpenter's Hall, Aug. 17 at 7:30 p.m. Wives are invited to attend and ask questions about the Credit Union.

Marysville Report

Feather River Diversion Helps To Work Below Oroville Dam

By HAROLD HUSTON, W.R. WEEKS, CLAUDE ODOM,
and RAY PHENNEGER

MARYSVILLE—Work has started to open up as we had planned earlier in the year. Our goal in the Marysville District is full employment! As we have stated before nothing would make your representatives happier than to have every Brother engineer working. We want to urge you still registered out of work to be available when the dispatcher calls you for a job, or leave word where you can be reached. We do not want anyone to miss a good job because he was unavailable.

It seems as though 1964 is a year of setting records. The earlier part of the summer was extremely cool and now temperatures are over 100° almost every day. There are many small jobs being let, but the one every one has their eyes on is the "Yuba River Project." As soon as this \$167 million job starts it will give us the boost we need in this district.

RIVER DIVERSION

The main stream of the Feather River, south of the big Oroville Dam, was diverted from its natural course to construct the second half of a 133 foot high diversion dam. Heavy equipment dumped enough earth and rock into the main channel to send all of the river's water through a hole in the existing dam structure.

The dam structure is only a small part of the \$121,000,000 Oroville Dam project contract. When completed, it will store 13,400 acre feet of water released from the big Oroville Dam. The diversion dam, about four miles south of the big one, will have a crest length of 1,280 feet. The project calls for 158,000 cubic feet of concrete as compared to 77 million cubic yards of rocks for the big dam. Presently Oro Dam Constructors have placed about 7 million cubic yards of rock on the damsite, which has been hauled an average distance of 11 miles, from tailings left by gold dredgers south of Oroville. There are approximately 400 Engineers working on this job around-the-clock.

BEAR RIVER BRIDGE

The joint venture of H. Earl Parker and Thomas Construction Company of Marysville have started work on preliminary phases of construction on the new Bear River bridge on Highway 99E south of Wheatland.

In addition to the 15-span reinforced concrete structure, about 660 feet in length, the \$570,000 project will include approximately two miles of new highway from the south city limits of Wheatland to about a mile south of the river. The initial activity is mainly clearing and grubbing, relocation of utilities.

The 28 foot wide bridge and new highway will be parallel and just west of the existing road. Motorists will continue to use the present facilities until the project is completed in about a year. The old narrow bridge, built in 1915, will be demolished. It was severely damaged by an overload and closed for ten days for repairs last December.

NEW SPAN OVER BYPASS

Work started on a new bridge over the Tisdale Bypass on Reclamation Road and Progress

Road at the junction of Acme Road.

The route is the main north-south road in the western part of the county between Robbins on Highway 113 (old Hwy. 40 Alt.) and a junction with Highway 20 four miles east of Meridian.

The bridge, a Federal Aid Secondary (FAS) system project, is included in the statewide program of upgrading important county roads to modern standards. Three old wooden, low-level bridges will continue in use throughout construction and will be left standing for use of local traffic.

Contractor for the bridge is Norman I. Fadel, Inc., of Marysville, and he has a number of Engineers working on this \$421,550 project. When it is completed next Spring, traffic on the route no longer will have to take the four-mile trip by way of Tisdale Weir.

BIDWELL BAR BRIDGE

Butte County supervisors were warned that the Middle Fork bridge, now under construction, may not be completed before the Bidwell Bar area is subject to flooding by the rising waters of Lake Oroville. The State Department of Water Resources is preparing to meet such an eventuality and has asked the board to approve a study of the traffic through Bidwell Bar on the Oroville-Quincy Road.

The Oroville-Quincy Road provides access to Oroville for a large area north of Bidwell Bar, including the Bald Rock, Berry Creek and Lake Madrone areas. The study would inform the state of the origin and the destination of the traffic that uses the road and help in providing the necessary transportation should the area be flooded before the bridge is opened. The State plans to provide ferry service.

Bethlehem Steel Co., of San Francisco, was awarded the \$4 million bridge that will span the Middle Fork, as part of the relocation of the Oroville-Quincy Road. County officials had been assured that the bridge would be opened to traffic before Bidwell Bar was inundated, but a "30-year" storm this winter could cause the area to be flooded for three days or longer. The bridge is scheduled to be completed by early 1965.

BRIDGE BEING RAZED

Work to relocate a 110 year old suspension bridge and toolhouse which spans the Feather River at Bidwell Bar was started last week. The bridge and toolhouse would be inundated by the Oroville reservoir if they were not moved. They will be restored on the Kelly Ridge, overlooking the reservoir site. The bridge was opened to traffic in 1854. Dismantling and storage of the facilities will cost an estimated \$105,000.

Award of a \$6,427,899.24 contract for furnishing and installing generators and motor generators for Oroville power plant of the state water project, was awarded

to Westinghouse Electric Corporation.

HIGHWAY 20 RESURFACING

Resurfacing of Hwy. 20 from the Marysville east city limits to Hollywood Boulevard has kicked off in high gear. Traffic will be confined to one lane during the time it will take to do the job. This 3.5 mile resurfacing project will tie in with the 1.5 mile expressway now under construction in East Marysville which is expected to be paved beginning next week.

Of the 50 miles of state highways to be resurfaced in five valley counties under a \$375,000 contract, Baldwin Contracting Co., Inc., of Marysville, has completed six miles on Princeton Road north of Colusa and an 0.8 mile section of Hwy. 70 (old Hwy. 24) at East Nicolaus.

They plan to move to Sutter County sometime next week to start on 10.8 miles of Hwy. 113 and Hwy. 40 Alt., from George Washington Boulevard west of

BLOOD BANK

We presently need 12 pints of blood for a Brother's wife in the Medical Arts Hospital in Oroville.

The mobile blood bank is at the Marysville Elks Club, 920 D Street, the second Thursday of each month. Hours are 11 a.m. to 1 p.m., and 2 p.m. to 6 p.m.

Also, blood can be given at the Chico Center, located at 169 Cohasset Road in Chico, every Monday from 4:30 p.m. to 6:30 p.m. Appointments should be made by calling Chico 343-6071.

the Tudor Wye north to Colusa Avenue (Hwy. 20) in Yuba City. Other sections to be paved under this contract are: Yolo County; on Hwy. 99W from 0.4 mile south of Zamora to 1.8 miles north; Yolo and Colusa Counties; on Hwy. 99W just north of Dunnigan to 0.8 miles north of Arbuckle, a distance of 10.2 miles; Butte County; on Hwy. 99E from Oroville Wye north to the Skyway south of Chico, 8.2 miles.

Hwy. 70 (old Hwy. 40 Alt.) from 0.2 mile south of Montgomery Street in Oroville to 0.6 mile north of Wicks Corner, 6.4 miles; Former Hwy. 40 Alt., from Montgomery Street in Oroville north to Garden Drive, 1.9 miles.

OLIVEHURST PROJECT

The contract for the first phase of the Olivehurst Public Utility District water system improvement was awarded to Baldwin Contracting Co., Inc. of Marysville. Award of the \$122,025 bid was made conditional upon approval of the Housing and Home Finance Agency. Approval of the federal agency is necessary since a \$184,000 federal grant under the accelerated public works program is paying for half the program. The district is financing its share with \$200,000 in revenue bonds.

The project includes drilling and testing of four wells; installing a pump, tank and other items at an existing well; installing a pump and internal combustion engines at two other wells; paving and fencing at well sites, and new controls to wells and re-

Over 200 Dispatch In San Mateo Area

SAN MATEO—There are a lot of jobs, including housing projects, apartment buildings, storm drains, dredging bay "mud flats" and fills, office buildings and industrial sites. Recent contract awards are:

PUC awarded a \$145,850 contract to Arntz Construction Company of San Francisco for addition to South Terminal Piers, E, F and G, at the Airport. The city of San Carlos awarded a contract for \$110,632 to install water mains, sewers, storm drains to McGuire and Hester of Oakland.

The City of Pacifica awarded a contract of \$408,775 for excavation, sewers, AC paving to O. C. Jones & Son, Inc., of Berkeley.

U. S. Army Engineer District, Corps of Engineers, awarded a contract of \$460,340 for engineering and dredging to Redwood City Harbor to Hydraulic Dredging Co. San Mateo road plans projected over the next four fiscal years is anticipated to be in the neighborhood of \$3,710,000.

It was noted recently by a national company of things to come, that by 1970 the U. S. will have a population of 210 million, most of them living in metropolitan areas, an economy of \$750 billion, average family income up \$1,100 a year and 2.5 million more college students.

JOBS IN PROGRESS

Andreini Brothers Construction of Half Moon Bay has been keeping our brother engineers busy with many jobs up and down the San Mateo County coast line. The Foster City Development is in high gear, keeping a couple hundred engineers busy. There are quite a few firms involved in this project, namely: Hydraulic Dredging, Humboldt Dredging, McGuire and Hester, Paul Bouillin Equipment, Kunz Paving, Granite Construction (Alaska Joe) Bertrand gaffing on this spread; Bragato Paving, Oscar Holmes with Al Leerburg.

Peter Kiewit's job at Stanford has progressed through the final concrete pour on the two-mile tunnel and they are now doing extensive excavating which will keep our brothers busy up until the middle of this winter.

Luhr and Wendt's job on Serramonte is coming along real well. The boys expect to wind up this phase in a couple of months.

development of a well. The controls and redevelopments are the district's portion.

A total of \$290,000 has been budgeted for the construction of four-lane freeway of Colusa Highway from Harter Road to Onstott Road, and should go to bid in the next month. The length of the project is 1.1 miles. If the project can go to bid as scheduled, it is possible to complete the construction during 1964. The project to Onstott will complete the current construction job that has made Colusa Highway four lanes to Humphrey Road, a distance of almost six miles from the Yuba City limits.

INDUSTRIAL REPORT

During the past month we have been negotiating with the New York Machine Shop, in Oroville. We are happy to report the new contract offer was submitted to the members and unanimously accepted. These brothers will receive substantial increases in wages and fringes. The Engineers working in the shop are highly skilled, and are working two shifts.

Work in Tahoe Area Is Holding Well for Reno

By: J. B. JENNINGS
B. J. "BU" BARKS
and GAIL BISHOP

RENO—We would like to bring to the attention of our members working in the Northern Nevada area that effective as of July 1 of this year, you should have already received a wage increase. Please bring it to the attention of your foreman and notify the Operating Engineers if you have not received the wage increase.

Many jobs in Nevada are absorbing the surplus out-of-work list. From all indications, members in Nevada will enjoy a long season of work for 1964. There are many jobs in and around Reno, Sparks and Carson City.

Wells-Cargo Company and Maxwell Construction were low bidders on a job out of Battle Mountain near Dumphree. This is over a two million dollar job and work started on July 13.

Work in and around Elko, Battle Mountain and Carlin seems to be holding up well.

The Vinnell Company is laying off two shifts. Their job is ready for paving this season.

Silver State Construction is moving nicely in Shurz, Nevada. Your Business Manager, Al Clem, President Paul Edgecomb and Jim Jennings have been in negotiations with Silver State on the shop location in Fallon. We are also still in negotiations with Wells-Cargo in Reno.

The work in Reno and Truckee is moving well. The Clements Co. is in full swing on crushing operations.

The Robert L. Helms Company appears to be ahead of schedule on the Fourth St. job between Keystone Blvd. and Stanford Way in Sparks. This job is operating five days per week with a ten-hour day.

The building construction keeps increasing by the day; everywhere you turn a new office building, shopping center or housing tract has broken ground.

The highway construction around Reno and Sparks is also going full blast.

Paving and sidewalk jobs are at a wide open pace.

The sewer jobs are keeping a good number of engineers busy.

The gas and power companies are using some sub-contractors with many new installations in the Twin Cities and also in the capitol.

The Telephone Company has several miles of new service lines to be put underground. This is certainly helping out with the out-of-work list.

A new channel change got underway on the Southern Pacific railroad and the Truckee river this week.

Isbell finished the Verdi section and Interstate 80. We are getting closer by the day to a faster route through Reno, and believe me, it will be nice to have this super route in view of the increase in population and traffic.

Work in and around the Lake is also holding up very well. Cabillo Pipe Line Company has been busy through the Winnemucca, Menden and Gordanville area and are now starting operations in Lake Tahoe. This project will take natural gas into another remote area of Nevada. Some problems are expected crossing the terrain outside of Genoa.

Weather Slows Utah's Work Peak

By ED HEARNE, JAY NEELY, MERLIN BOWMAN, JOHN THORNTON, VANCE ABBOTT, LAKE AUSTIN and HUGH BODAM

SALT LAKE—The work picture which looked so good this Spring has so far failed to clear our "out of work lists" in any of the three offices here in Utah. We have been hoping for an upturn in employment but so far it has not developed.

There are several jobs starting which should help clear our lists before long. These jobs along with other jobs already underway will be covered farther back in the article.

Remember Brothers, August 4th is the registration day in Utah. If you haven't registered to vote by the time you read this you are already too late to vote in the Primary Election. Be sure you are registered and be sure you vote.

Work in the Salt Lake City area from 9th South to Point of the Mountain is very good with the road jobs changing the south part of the city every day. There are 21 overpass jobs in various stages of completion in this area. Scrapers, blades, dozers, grad-alls, compactors and just about every other type of earth-moving machine are working. There's a shortage of some classifications but so far, the Union has been able to man all of the jobs ordered. Many of the contractors have brought in equipment from other areas and there is quite a bit of new equipment showing up on the jobs. With the temperature between 90 and 110 degrees any thunder shower has been welcome, and for the last couple of months these showers have not shut down any dirt spread.

Gibbons & Reed has the largest payroll in this area with Strong Construction and W. W. Clyde with almost as many of our Brothers working. Mullins, Tiago,

Sumsion, Jim Reed and Barben Brothers are working full crews and many of the contractors working overtime in an attempt to make up for time lost earlier this Spring.

PAVING IS EXCELLENT

The paving business is going full blast. Every lay-down machine in the valley is working and most of the paving crews are working long hours. Gibbons and Reed's paving crews are laying miles of asphalt and have a full schedule for the rest of the season. The asphalt plants are running at full capacity and a couple of old plants that haven't been used too much the past few years have been pressed into service.

Shurtleff and Andrews, Acme Crane, Larsen Crane & Rigging have put on a few more brothers on their rigs and they are starting to stay with these outfits for longer periods of time without having to get back on the out-of-work list. Most owner-operators with the bigger tonnage truck cranes have started working steady and seem to be able to keep on one job or another.

Sewer work is still good but most of it is just on a small scale. At this writing there are no big sewer jobs going but there have been a couple awarded and they should start right away. In this area the sewer work is being dug with small backhoes and the bigger rigs have gone south. This has helped the crane rental business.

The pile-driving has slowed

down quite a bit. Raymond Concrete Pile has been able to keep the brothers on that have been working but they have not put on any new hands. The rest of the pile-driving contractors are doing about the same and normally these employers put on new crews this time of year.

At the Kennecott Mine, some of the other Unions have set picket lines and at this writing the Brothers are out of work. We are still in negotiations with the company and the Operating Engineers' contract expired the last day of July. We hope negotiations will be completed by then and we have a good agreement to take back to the brothers on Kennecott's payroll. The Negotiating Committee have put in some long sessions and at this time we still have more to go. There will be a special called meeting when we have something to report and it is important that we have a large turn-out so that the negotiating committee can better understand the feelings of the membership.

SALT LAKE AREA

Fife Construction Co. has started a two shift operation on the Layton job. The long winter made this necessary to complete this project within the time limit. We have had some trouble furnishing D. W. 20 operators as many of the other contractors are double shifting, too.

Fife's job at Wasatch was late getting started. They have a few weeks left on the grade but many weeks of surfacing to complete this job. The hot plant and two laydown crews are double shifting.

Steenberg Construction Company at the Lost Creek Dam are still plugging away. The cut-off trench has been pumped out and the grouting is in process. This operation started last Fall but the high water filled the trench and made it necessary to do it again. Lining of the tunnel is complete and the keyways and spillway are nearing completion. The shaft for the gate-valve also is approaching completion. This Company at present employs 23 engineers and since a change in the administration, we have had little trouble here.

Floyd S. Whiting Company from Murray, Utah is at work on the Weber River opposite Taggarts Camp. They are at work on a channel change in preparation for a highway re-location job. They are operating a 95 Northwest dragline, two D89's and two D. W. 20's. The 95 is being operated by Brother Linford Peterson, Brother Lavell Robinson is the oiler, Brothers Earl Madison and Guy Sorenson are on the 9's but are expected to operate two shovels to be in operation soon. Brothers Hudson Denny and Dale Johnson are on the D. W. 20's.

Miya Brothers Construction Company is moving dirt on LeGrande Johnson's job at Gateway. A job at Echo in Weber Canyon is to be let July 21, 1964. It is expected to be approximately 5 million and has lots of rock on it.

A couple of new apartment buildings are showing up in Salt Lake. The Aztec Apartment is being constructed at 4th South and 13th East by Bowers Building Co. A Lindon crane has been set up and is being operated by Brother Ron Lambson who has worked for Bowers quite a while. This building will be a condominium of 14 floors with the 1st three for parking.

NORTHERN UTAH

The work picture in the Ogden area remains bright with a good demand for operators in all classifications.

R. A. Heintz Construction Company of Portland, Oregon has started their excavation and dirt work on the Causey Dam. It will store 7,500 acre-feet of water when completed.

The Brothers working on the Causey Dam are: Paul H. Meyer, foreman on swing shift; Harry Hamaker, foreman on day shift; James Davis, master mechanic, Dale Hardy, D7; Andy Sheppard, D8; Denver C. Gibson, 310 Scraper; Robert L. Olofson, 310 Scraper; Boyd Nelson, No. 10 Scraper; O. Robert Harding, 80D; Willis O. Cox, oiler 80D; Joseph A. Kustes, Lorraine Truck crane; L. T. Garrett, Patrol; Lloyd G. Moore, Mechanic Helper; Dick Maynard, dozer; Frank Baker, dozer; Roger Williams, air compressor; Roy Braegger, dozer; Lamar Checketts, pumps; Dale Hardy, D7; Clint R. Mortensen, compressor 2; Alf C. Barber, 175A Michigan; H. B. Franks, D8; W. McLaughlin, D8; Glen A. Whitney, shovel; Robert L. Dunn, shovel; George Musselman, H. D. Welder; Richard Wickert, mechanic; Paul N. Ihrig, mechanic; Melvin Krambule, mechanic; Leonard Shoemaker, greaser; Keith Barney, shovel oiler; Dean H. Christensen, greaser; George W. Ripley, compactor; L. J. Herbst, shovel oiler; Kenneth L. Wilkinson, shovel operator; Irving Dalton, pump; LeRoy Dowdle, compactor; Dee M. Reese, classifier; Virgil M. Hansen, 380 Michigan; Robert Haws, classifier; LeRoy Blake, 275 A Michigan; John E. Calver, 380 Michigan and Merlin Buck, 310 scraper.

Work on the Federal Building in Ogden, being constructed by the Jacobson Construction Company is progressing. Brother Carmen Wood is on the Swedish crane.

The Strong Construction Company is still working two 9 hour shifts on the Willard Canal job. They are employing 35 of the Brothers on this job and the work is really moving along.

Fife's jobs in Northern Utah are progressing at a good speed. Their canal job at Huntsville is running well; as is their road job at north Ogden with completion dates drawing close.

J. B. Parsons Construction Company is working very well with the Operating Engineers on their Freeway jobs at Roy, Ogden and Brigham.

W. W. Clyde Company on their Willard Bay job are finishing rapidly under the supervision of Brother Lars Palfreyman. We would like to thank Brother Palfreyman for his fine cooperation with us on this project. We also wish him success on his freeway job he will soon be supervising in the Provo, Springfield area. Brother Ed Monroe and Harold Green will supervise the finishing of Willard Bay.

Wheelwright Construction of Ogden are going good on their 8.7 miles of canal construction south of Hooper, Utah. They are starting to put in their clay lining at this time. This has been a muddy job because of the late, wet Spring and now the water run-off from the surrounding farms.

The work in the basin area has been very good up until now but all the jobs are going to finish within a few weeks of one another and no good jobs coming up in the area, although Jack Parsons has a black top job on highway 40 that will keep a few of his crew busy for awhile.

Husman Brothers are winding up and this has been a good job for some of the brothers. Wheelwright has finished their job in Sheeps Creek Canyon and W. W. Clyde is finishing his job on Vernal Avenue in Vernal and will move their hot plant to the Moab Airport to do that job.

PROVO AND SOUTHWEST

Generally the work picture for this area remains about the same. A few of the lesser jobs have terminated, however, enough new work has started to more or less absorb the lay-offs. Most of the outlying work is on some overtime to take advantage of the good weather we now have.

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Redding Reports Loss of a Coin

By ROBERT SKIDGEL,
C. L. McGETTRICK

DAMS AND FREEWAYS INCREASE WORK LOAD

REDDING . . . Norman Fadel's job at Anderson by-pass has kicked off to a real good start with one shift, but plan two shifts. Joe Ames, our Executive Board member, is keeping this job running smooth blading the roads. Fredrickson-Watson is working approximately 75 members on the Red Bluff-Corning freeway and this job is progressing at a steady pace.

The Gordon Ball job on the freeway at Redding has a real good dirt spread going. Jones has subbed some of the dirt from Gordon Ball.

Ferry Brothers from Los Angeles is doing the Asphalt frontage roads and detours for the Gordon Ball freeway.

J. Shea Company have moved all of their dirt and put most of the rock base to finish grade and should start asphalt surfacing in the next few days on Highway 44.

Ladd and Hughes moved all of their dirt on Highway 44. Ransome is making the rock for this job.

Callahan, Gibbons and Reed are double shifting with their new shovel, 2 dozers pushing to it and one dozer on the fill. A loader is taking care of the slide.

A. Young and Son have their Crusher set up just out of Bartle for 23 miles of overlay on Hiway 189. They are working five-10's and one-8. From there they will be moving to Adin and then to Quincy. Young is also bidding a job at Chico.

Harms Brothers is working long hours, from 9 to 14 a day, rushing so they may move their equipment to Carson Lake. M. W. Brown has his Crusher set up at Cedarville and will furnish the material for their job.

TUNNELS AND DAMS

Tunnels for Shea, Kaiser, Morrison, Macco are all about the same except at Portal No. 1, where they are setting up the batch plant to start the lining work.

Morrison-Knudsen has two shifts going at Pit No. 6 and three at Pit No. 7. These concrete dams are getting higher and higher and close to completion. This is a good job for Brothers.

Piombo-Roschild-Roth and Wieck have started on the afterbay dam below Pit No. 7 with two-DW-21's, one-DW-20 and two Push Cats, two Shovels and one Dragline. They intend to work five 11's before too long.

The Brothers with Fredrickson-Watson at Mt. Shasta are working 10 to 14 hours and will continue to do so in an effort to get out before October when the snow begins.

SAFETY-CREDIT MEET

Your Safety and Credit Union meeting will be held August 19 at 8 p.m. at 100 Lake Blvd. and we hope you will all try to attend.

Attention, all members, yes, the Redding Office was broken into and the safe crackers must have been real surprised for they retrieved only one antique coin belonging to Jeanne!

QUOTE OF THE MONTH

Stan Freiberg commented recently, Barry Goldwater looks at the world through rose-colored bombsights."

more San Luis

Continued from Page 1—

gines are coupled directly to AC and DC generators which power the electric motors located in the hubs of the rubber-tired wheels.

Controls are located high above the machine in a console. Design of the integrated seat and console allows the operator to swing the seat in an 180 degree arc so he is always facing in the direction the equipment is moving.

HISTORIC MONIGHAN

Working in conjunction with these mighty scrapers is a monstrous 17-cubic yard Monighan dragline.

This diesel-electric dragline has seen prior service on the St. Lawrence Seaway and on big operations in Australia, and was shipped to the canal site when operations began last November.

The scrapers take the initial cuts in the canal and then the dragline, which walks along on eccentric pads, takes the excavation down to final elevation, casting material to both sides of the embankment. Two LeTourneau self-propelled M50-55 sheepsfoot rollers are used for embankment compaction.

Another innovation is a specially-built canal lining rig which is a combination slip form paver, canal trimmer and finger drain cutter to meet the unusual requirements for Guy F. Atkinson on Reach 1 of the canal.

"FAT CLAY"

The situation creating this requirement is that the company ran into a strata of "fat clay", or clay which holds a large amount of water and cracks when dry. An 18-inch protective layer must be left above the concrete canal foundations until just before the concrete line is placed. This required a trimmer to move in front of the paving train. In addition, nearly 2,000 weep valves must be inserted in the lining as a protection against groundwater pressures in this area. The new machinery will pave half the canal at a time in one continuous operation.

A Noble low-profile concrete plant has been set up to provide 500 yards of material per hour from two 450 barrel cement silos. Aggregate comes from nearby San Luis creek hauled by eight White Freightliner half cabs and 8½ yard Challenge-Cook tiltmixers hauling the concrete.

A Bucyrus-Erie "Whee" churns night and day below the damsite and is capable of nearly 40,000 cubic yards per shift. (see picture elsewhere.)

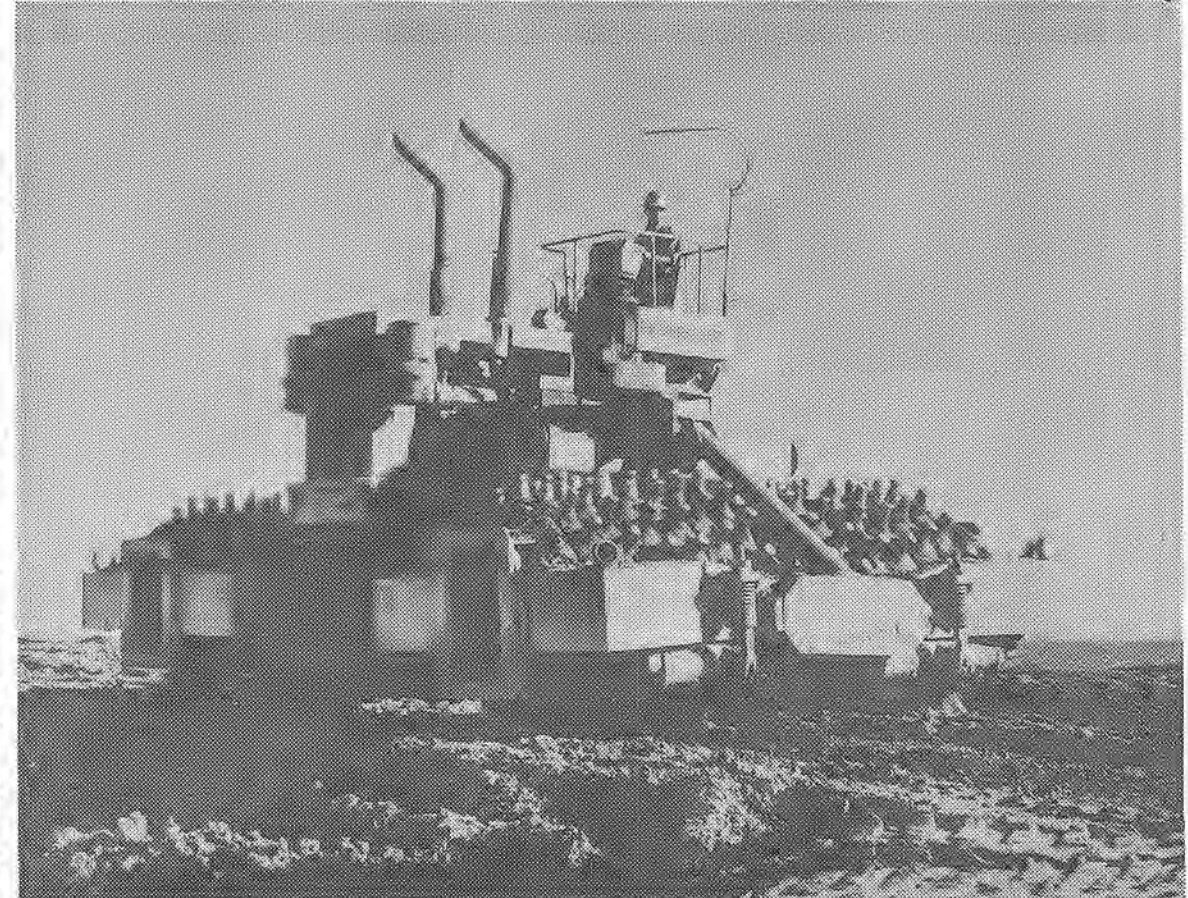
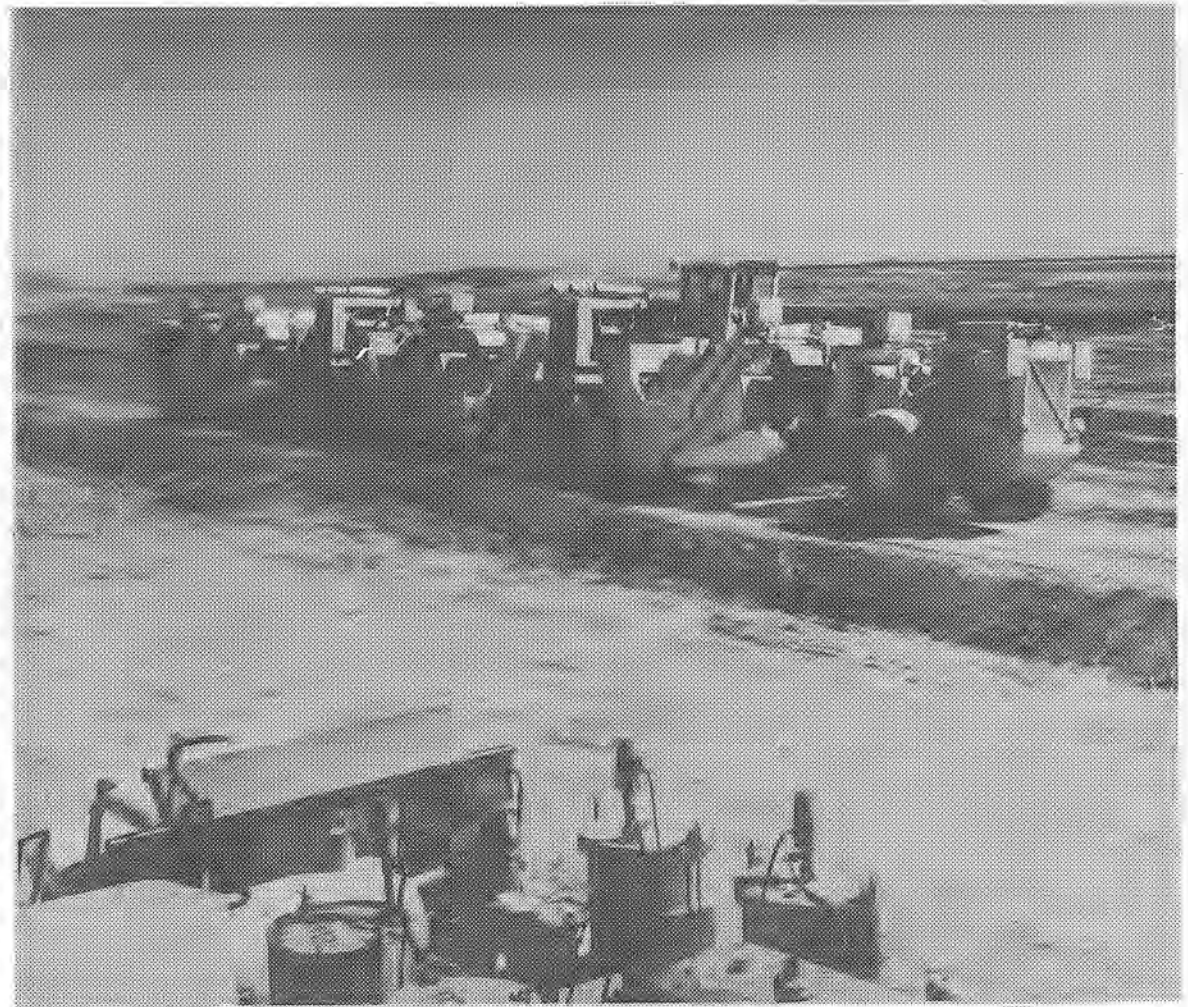
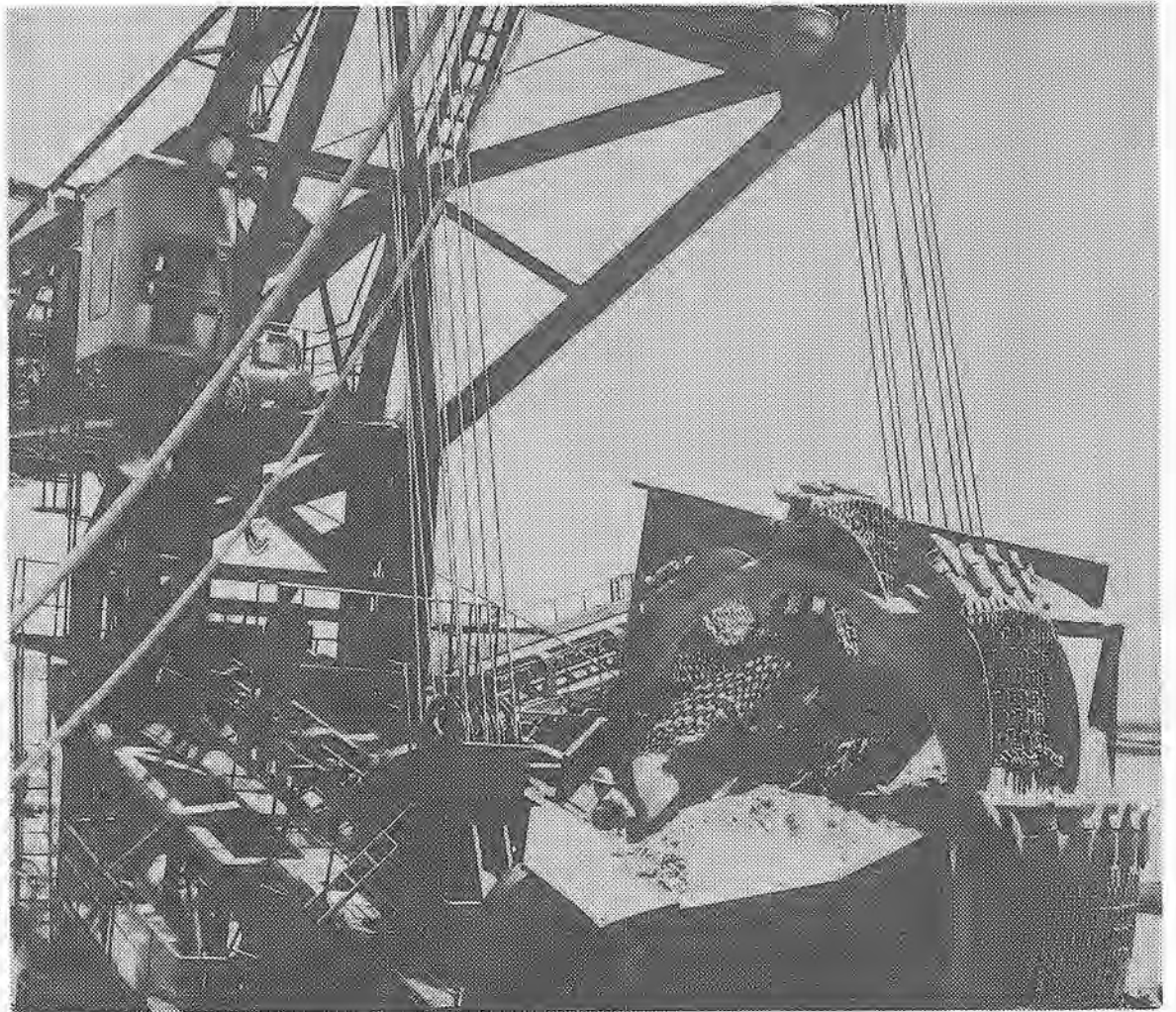
Dispatches are handled out of the Fresno office and many of the 900 Brother Engineers live in the Fresno and Merced areas.

Project Scenes from San Luis Dam

HERE IS A CLOSEUP of the "business end" of the wheel on San Luis Dam project (upper photo). Notice operator in



cab waiting for laborer to clear jam pictured inside the wheel. In the next picture is the R. G. LeTourneau L-90 electric digger with Job Steward Harold McQueen sitting in air-conditioned comfort to left and behind front can and engine. The bottom photo is of a LeTourneau M50-55 power packer on eRach 2.



Fresno Is Boomtown

Canals, Dams, Redevelopment Helps Economy; Mall Near Ready

By JOE MILLER, GLENN MULLOWNEY, RALPH WILSON and GENE FORTH

FRESNO—This District is still booming, with work of all description underway. The large amount of work has naturally decreased our unemployed list. We are most happy to report the fact that almost everyone is working and the entire work picture at this moment and in the coming months is very bright.

There are more jobs of large size and duration to be bid and awarded in the near future. The bid for the enlargement of Exchequer Dam, near Merced, was let and the low bid of about \$32 million was submitted by Brado Construction Co. The project and a prejob conference will be held with this firm shortly.

SAN LUIS CANAL

Bids will be let for the construction of Reach #3 and Reach #4 of the San Luis Canal System this month. There will be about \$43 million worth of work on these two projects, which will further increase the activity and available jobs in this District.

COALINGA MINES

We are pleased to report that a satisfactory agreement has been negotiated with the Coalinga Asbestos Co., which has been ratified by the employees and signed by the officers of Local #3.

We expect to have a good relationship with this company and they have been most cooperative thus far with minor problems that have occurred during the transition period. (See picture story on another page.)

Negotiations have been rescheduled with the Atlas Minerals Corporation during the first week of August, and we hope to conclude negotiations at that time. We will report further on this next month.

FOWLER PLANT

We are presently in negotiations with the Massey Ferguson Co., at Fowler, and will meet again. The employer is desirous, as we are, of reaching agreement at that time. We hope that this can be done. Meetings will be held with the employees to receive their views on the negotiations and if necessary ratify the agreement.

FRESNO AREA

In the vicinity of Metropolitan Fresno there is activity everywhere you look. The rock plants and hot plants are all busy and some may have to increase production in order to supply the contractors with needed materials. Downtown demolition work is in full swing under the redevelopment program. Wherever they have removed old buildings new projects are underway constructing new buildings, parking areas and other facilities. The Downtown Mall is now nearing completion and will be a beautiful piece of work.

Various contractors are busy on the paving of city streets, placement of new sewer and storm drain lines and general construction of city buildings and facilities. On the outskirts of town there are new shopping centers, schools, churches, warehouses being constructed. We hope that this trend continues during the coming months as we have been in need of work in order to employ the many people who were out of work during previous years.

Again we say that we are happy

to have everyone working and prospects of future employment remains very good.

Standard Materials of Merced is doing a lot of curb and gutter work for the City of Merced. The canal jobs of the Water Resources is going real good. Lee Stephens, Page & Smith hope to wind up about the first of October. They are working some overtime. The boys are doing real well.

The work picture in the Los Banos Area and the San Luis Project is at an all time peak with over 900 Operating En-

gineers employed on these various jobs.

Guy F. Atkinson is in the final stage of excavating Reach No. 1 of the San Luis Canal and the Forebay Pumping Plant and will start the Trimmer and slip form this month.

S. F. Shipyard Signs Agreement

By DALE MARR
GEORGE BAKER and
ED DU BOS

Finally things are starting to pick up in the San Francisco area. We are having a little trouble getting rubber and dozer blade men as we are short in these classification. We have a good number of hoist and tigger and manlift men available.

The Eichler home building on Turk and Eddy job is topping out on the slip form job. Eichler will now take over the finishing work on a 15-floor apartment building.

The Perini Golden Gate ways project is going to dismantle the last of four cranes next week. Raymond Concrete Pile is going to drive the test pipe as soon as it can be prepared on Phase 2. The pipe will be tested for 30 days. This means there will be no action and it does not mean there will be anything done after that.

Pomeroy Company is finally hitting its stride due to the fact that P & Z Co. is going well. All of this should make old "Mac," Superintendent for Haas and Haynie, happy. With no more bad luck, Pomeroy Company should be out of the Sutter and Montgomery job in about six weeks.

M & K is started with reconstruction of the "Palace of Fine Arts." This will be a long job as they have to pre-cast all the walls, figurines and vases. This is something new for San Francisco to take pieces of the old wall and figurines and ship to whomever does this type of work. The height of the dome is 158' high. Some of the wall plaques have to be taken and moulds must be made. These plaques are made of waste mould. The new moulds will be made of fibreglass and they will mould poured concrete. Elmer Cross is the Superintendent while demolition is being done, then Dave Lewis will be Superintendent for Construction.

Rhodes and Jameson is building a concrete plant at Quint and Valdez. One will be a Noble and Noble portable plant, 150 tons which will be a permanent plant for San Francisco.

An historic signing took place during the past month with the signing of the first labor agreement with the San Francisco Naval Shipyard. The agreement covers some 5000 employees.

In all, there is a total of 16 unions represented in the agreement signed by the yard commander and the Metal Trades Council. Operating Engineers number approximately 65. Bob Neilson, of Hayward and Henry Leake, of Pacifica are Job Stewards for the Engineers.

Redwood Empire Work Picture Little Rosier

SANTA ROSA—The work outlook since has begun to improve throughout the area with many jobs already let and a few more to go in the near future. Let's hope this upward trend will continue.

Our special-call meeting held on July 18th showed the confidence the Brothers have in their union and officials. We thank you all for your attendance. We would like to have seen many more of you there.

NEW YORK: We recently had a pre-job conference with Pestani Brothers who low bid the Kelseyville Sewer improvement program. By the time this goes to press this job will be going along fairly well. Edwards and Foulk, a couple of old timers with Local 3 and the Construction Industry, are general contractors in the Clearlake Riviera for a million dollar subdivision. Lange Brothers of Lakeport is doing the street work. This project will keep several Brothers busy for the year or so. Baun Construction Co. has a black top plant set up on Kelsey Creek ready to start the overlay mix at various locations in Lake County. This one, being a short job, the Brothers should get in some overtime. The Boonville job was let at \$938,000 with Huntington Brothers and Hughes and Ladd of Redding getting the bid. John Chandler was low bidder on the Santa Rosa Creek Flood Control job. His bid was almost a half million dollars below the Engineers Estimate.

OLD WORK: The Syar & Harms job at Steel Lane overhead and frontage road is progressing well. In talking to Brother Ben Sandkulla, the project "super", it appears, he has a mean one to fight the 101 traffic every minute. Brother Mike Pritchard is the Foreman with Brother Howard Seacord the Safety Committeeman and Brother Richard Lohner the job steward and Brother L. S. Kitzmiller on the new compactor. It's a large rig and Brother Kitz said he "felt like a real wheel." All the brothers are doing a fine job.

Argonaut Construction has had a bad time keeping their crews busy these days. Subdivision has dropped off considerably. We sure hope that this will change some in the near future. Recently two of our Brothers have been suffering with heart ailments, and we wish a speedy recovery to Fred Faylor and Glenn Harmon.



LOOK ALIKES . . . top picture looks like pop bottles in ice, but really is closeup of sheep'sfoot power packer. In center, heavy duty repairman is changing scraper blade on blocked-up L-60, while lower picture shows a D9 Cat dozer getting a drink of fuel at noon lunchbreak at San Luis Dam.

Questions and Answers On the Credit Union

The following is a list of typical questions asked by Engineers and their wives at Credit Union meetings. To be of assistance to you, we have organized this into an outline you may wish to use to answer questions you may have in your mind. Any further questions may be referred to your local dispatch office, or drop a line to the Credit Union office, 474 Valencia St., San Francisco.

What is a Credit Union?

It is a cooperative, chartered by the State of California. It is owned by its membership, which is limited to a group of persons having a common bond of occupation, association or residence. Its function is to promote thrift, to provide a convenient, inexpensive source of credit for worthwhile purposes, and to furnish a means for the members to educate themselves in the wise management of their own financial affairs.

What are the business hours?

The Engineers Credit Union office hours in San Francisco are: Monday Through Friday, 10 a.m. until 3 p.m. We suggest you check the dispatch office in your district for further business hours information.

How Do I join the Operating Engineer's Credit Union?

Fill out the information requested on a Membership Application Card. Present this card at the credit union office together with one dollar (\$1.00) for the entrance fee and ten dollars (\$10.00) for the minimum purchase of two shares. Applications are reviewed by the Board of Directors and Membership Officer to determine if the applicant qualifies under the field of membership as in question 1 above. The application is accepted if these criteria are met.

Who may belong to the Engineers Credit Union?

Any member of the Operating Engineers and members of their immediate families and any employee of Local 3.

What is meant by "Immediate Family"?

In defining the field of membership the term "members of his immediate family" includes: husband, wife or minor children of the member or employee, or any blood relative of the member or employee permanently residing within the employee's or member's household. Blood relatives are limited to fathers, mothers, brothers and sisters and specifically exclude all others, but not limited to aunts, uncles, cousins, nieces, nephews, grandmothers and grandfathers.

How do members of an "immediate family" join the Engineers Credit Union?

The working member may take out additional membership application cards for as many members of the immediate family as he wishes. An entrance fee of one dollar (\$1.00) plus ten dollars (\$10.00) for the minimum purchase of two shares is required.

WHAT ABOUT SAVING IN THE ENGINEERS CREDIT UNION?

What is meant by a "share"?

A share is the basic unit for computing dividend and is purchased in units of five dollars (\$5.00) each.

How do I obtain shares?

A member may purchase shares by mailing a check to the San Francisco office or by making cash deposits to the Credit Union office in the dispatch office in his district.

Is my membership terminated if I leave the Operating Engineer's?

No. If you have a share balance in the Credit Union at the time you retire or terminate membership with the Operating Engineer's you may leave it on deposit or continue to add to it if you desire.

Are my savings safe?

YES!!! The treasurer is required by law to present a financial report to the Board of Directors monthly. This report is also posted in the Credit Union office for all members to see. The Treasurer is also required to make an annual report to the State of California. The Credit Union has its own Supervisory Committee, which audits the records at frequent intervals. The State regularly examines the books. All are covered by a surety bond, to protect against robbery, forgery and dishonesty. The Credit Union is required by law to set aside 20% of net earnings each year as a reserve for bad loans. To protect your savings from loss, all loans are insured against death to age 70 and total disability of members to age 60.

How do I know how much I have invested in the Operating Engineer's Credit Union?

Quarterly statements are sent to all members with share accounts or loans.

Who may borrow money from the Credit Union?

Only members having at least two shares in the credit union are eligible to borrow money.

For what may I borrow money?

For any provident and productive purpose. Typical examples include, a. New and used automobiles or trailer houses. b. Household appliances. c. Consolidation of bills. d. Dental bills. e. Boats, trailers, outboard motors, etc.

How much money may an Engineer Credit Union member borrow?

The Credit Union may lend a maximum of \$400.00 plus the value of a member's unpledged shares on his personal unsecured note.

What is an unsecured loan?

Money lent only on the personal signature of the borrower.

What is a secured loan?

A secured loan is any loan backed by one or more of the following types of collateral: 1) Operating Engineer's Credit Union Shares, 2) Chattel mort-

gage on personal property, such as a car, truck, boat, trailer, etc.

May all members borrow the maximum allowed by law?

No. The amount a person may borrow depends upon the individual circumstances of the loan applicant. Larger loans require the approval of the Credit Committee. Factors which help determine the maximum amount of a loan are: ability to repay, work record, other obligations or payments the individual is committed to make, his record of payments on previous loans, the desire to pay.

May I borrow money for a new car?

Yes, of course. The Operating Engineer's Credit Union will lend up to 80% of the sales contract including taxes and license. The interest rate is 1% per month on the unpaid balance, and the car will be used as collateral.

If I apply for a loan, who knows about my personal affairs?

As with any lending institution, you may need to make a financial statement. The records and comments of members are considered strictly confidential, and are available only to the Credit Committee when considering a loan application. The secrecy of your private affairs is of the utmost concern to the Engineers Credit Union, and is a part of the Credit Union Act.

Once an Engineers Credit Union member, how do I apply for an "unsecured loan"?

Step 1.—A credit Union employee or loan officer in your district office, will help you fill out an application for loan.

Step 2.—The Credit Union Manager or assistant may interview you in private to determine your financial status. This information may be required to provide the Loan Office or Credit Committee the necessary background for judging the merits of the application.

Step 3.—After your loan is approved, you will be asked to sign a personal note which explains the repayment schedule.

How do I make a "secured loan"?

For secured loans, the same procedure is followed as for an unsecured loan. If you are securing your loan with a chattel mortgage on your personal assets, the Credit Union manager will ask you to furnish a list and description of the property. If a car is involved, you will be asked to bring in the title and insurance policy. If personal property is offered as security, you will be asked to furnish a copy of the fire insurance policy covering the items. Adequate insurance must be provided to cover the amount of the loan. From the list and description of the property you furnish, the Credit Union will prepare a chattel mortgage for the amount of the loan which you must sign. In some cases an appraiser may visit your home to identify the property.

What is a "chattel mortgage"?

A Chattel Mortgage is a document giving the Credit Union the legal right to take specific items of property in payment of your loan in the event you default.

How long does it take to borrow money?

Approved loans are normally available the day following the regular weekly meeting of the Credit Committee, which meets each Thursday in San Francisco to review loan applications. Should your application not be approved, you will be advised of the reason.

Is it better to borrow from the Credit Union, or withdraw shares?

This of course, depends upon individual circumstances. Since dividends are paid only on shares held to the end of the dividend period, it is generally better to borrow against your shares as you approach the end of the dividend period. Remember, it is always comforting to know you have insured shares which are available in case of an emergency.

What is the advantage of borrower's insurance?

Borrower's insurance is paid by the credit union for the mutual benefit of savers and borrowers. All loans are insured against death to age 70 and total disability to age 60.

What is security or collateral?

Personal assets pledged by members to cover loans in cases of default are called collateral or security. Credit union shares belonging to the member and chattel mortgages on personal property (such as cars, boats, trailers, etc.) are considered suitable collateral for loans.

Why do I need security?

Remembering that a credit union must have a proper balance between savers and borrowers we realize that little money might be lost as result of bad debts.

How much collateral is needed?

The amount of collateral required to cover a loan depends upon the predicted value of the security, should default occur. Credit Union shares, or other liquid assets are considered as cash, and the minimum face value is sufficient to cover the loan. If an automobile or other personal property is used, slightly more collateral may be required because of selling costs, property depreciation or obsolescence, which may reduce the value of the property below the amount of the loan.

What happens to my collateral?

Legal instruments of ownership pledged to cover Credit Union loans are retained and returned to the member upon repayment of the loan. What should the borrower know about mortgaged property?

The borrower should be aware of some of the laws governing mortgaged property. 1—It is a criminal offense to mortgage the same property to more than one person or loan institution. 2—Mortgaged property may not be sold or disposed of in any way without the consent of the mortgagee, which in this case is the Engineer's Credit Union. 3—Mortgaged property may not be moved out of the state without the consent of the mortgagee. 4—In almost all cases, request for moving chattel are granted by your Credit Union.

WHAT ABOUT INTEREST RATES? Why pay interest?

Interest is the charge levied for the

Romney Hits Phony 'Right-to-Work'

SAN FRANCISCO — So-called "right-to-work" laws were hit by Governor George Romney of Michigan before the platform committee of the Republican convention. Such restrictive measures are "not the answer to economic or industrial relations problems," he declared.

Moreover, they "deny to workers the organization rights exercised by stockholders of corporations."

"In the American economy and political system, workers must have the same rights of organization as stockholders," Romney said. "This includes allowing a majority of workers to negotiate a union shop contract binding on the minority of workers just as minority stockholders must accept the will of the majority or sell out."

Marr Named to National Post

Vice President Dale Marr recently was distinguished by being named to the Executive Board of the National Safety Council Construction Division.

Marr has been identified nationally in construction safety the past three years. In 1963 he was one of the principal speakers at the national meeting of the Council in Chicago and his speech on Tower Cranes was reprinted.

Marr's appointment to the Executive Board marks the first time anyone from a local union has been so honored.

use of money. Without interest charged there would be no money available to lend. Thus, interest rates must be high enough to pay operating expenses and a reasonable return to savers, and yet low enough to make the Credit Union one of the best places for members to borrow money. What is the maximum interest I will have to pay on my loan?

The maximum legal interest that a credit union may charge is 1% per month on the unpaid balance. No additional service or filing fees may be added to this. There is no loss incurred by repayment of a loan ahead of schedule.

What is loan protection insurance and how does it pay off?

If an insured member dies or is permanently disabled, a claim is established and the insurance company sends a check to the credit union for the amount of the borrower's loan balance, thereby cancelling the loan.

Who benefits from loan protection?

The member benefits, since all loans satisfying the requirements are insured against death to age 70, and permanent disability to age 60.

What are the health requirements?

A member who meets the other requirements is considered to be in satisfactory health if he is able to perform his normal duties.

Who pays?

The Credit Union pays for loan protection insurance. Borrowers pay no additional charges.

When does insurance start?

A loan becomes insured as soon as the note is signed and the money is disbursed.

Do members sign insurance applications?

No. The only application necessary is submitted by the Credit Union. Is there any "red tape"?

No. The coverage is automatic with no questions, forms, or physical examinations required from the borrower.

What about disability?

In the opinion of a physician, disability must be total and permanent. When several members sign a note or a joint account is involved, who is insured?

The member who negotiates and signs the loan is insured.

What happens to property pledged as security?

Since the insurance company has no claim to it, the collateral is returned

Apprenticeship Program Rolling; Time To Enroll For September

The Fresno Area is going strong. More apprentices are going out every day. San Luis Dam contractors are very happy with the class of men we have been sending them. Gordon Ball and Standard Materials is using apprentices on road jobs. Fredrickson & Watson moved their Batch Plant from Kingsburg to Highway 40 at Emigrant, and our apprentices moved with it. Fresno Paving has a lot of jobs going and is using more apprentices all the time.

The Stockton area is about the same. We are all waiting for Western Contractors to get started on the canal job, and will use a number of apprentices. McNamara's road job has one apprentice and will put several more on as soon as there is more equipment.

S. M. McGaw and Claude Woods are using several apprentices in shops and road work around Stockton and Lodi, and Alpine and Ebbetts Pass Highway. Don Marshall, the apprentice who was injured a month ago, is getting along fine.

The Sacramento area has several new road jobs plus American River and Hardiman jobs at Dutch Flat. The downtown Rock and Sand Plants are still using our apprentices. Brighte Sand and Gravel, Lentz Construction, A. Tiechert and Granite are using Heavy Duty Repairmen in all of their shops.

The contractors around Placerville are using several apprentices; Joe Vinnici, at Placerville, has one working.

The Sacramento J.A.C. Committee wants all the members of Local No. 3 to visit the apprenticeship booth and Operating Engineers' display at the State Fair starting September 7th.

Currently, 40 apprentices are indentured in Oakland area and they are all working. As more jobs become available we can anticipate putting more apprentices to work. A Turrin has two apprentices working at this time under the direction of Bob Branaugh.

Martin Brothers has one in the shop under the guidance of Red Bishop, and one in the field under the supervision of Ed Bohannan.

to the rightful owner by the Credit Union.

LIFE INSURANCE

What is Life Savings Insurance? Life Savings insurance is life insurance purchased by the Credit Union from Cuna Mutual for its members. The amount of insurance you receive is equal to your savings; not to exceed \$2,000 per member.

Why do Credit Unions offer this insurance?

To encourage their members to save systematically, and to provide basic insurance protection for credit union families.

Just how does this plan work?

Say you decide to save \$8.00 a month with your credit union. That's less than \$2.00 a week. In a year, you will have saved \$96.00. If your credit union has Life Savings Insurance, you also have \$96.00 worth of life insurance, which will grow with your savings. At the end of ten years you have saved \$960. Add the dividends which have accrued, and you have close to \$1,000, and you also have life insurance close to \$1,000.

How much does this insurance cost me?

You pay no individual premium for this insurance; your Credit Union pays the premium out of earnings.

What are the legal age limits?

All insurable savings balances, up to a maximum of \$2,000 per member are covered as follows:

TABLE OF COVERAGE

Age of member on date of deposit or date coverage issued by CUNA Mutual, whichever is later:	Amount of insurable Balance covered
0 to 6 months.....	25%
6 months through 54 years.....	100%
55 yrs. through 59 yrs.....	75%
60 yrs. through 64 yrs.....	50%
65 yrs. through 69 yrs.....	25%

Members upon attaining the age of six months shall be afforded 100% coverage on their then insurable balance. No coverage is afforded on that portion of any member's balance deposited after his 70th birthday.

San Jose is a good area for apprenticeship with 35 working throughout the area. Green Construction Co. has the San Antonio dam near Pasa Robles and we anticipate several apprentices on this job and other highway jobs in that area.

LATE NEWS

Danny O. Dees was named first vice president of the Professional Administrators and Coordinator's Association at a meeting of all apprenticeship chiefs in Fresno last week. Henry Gunderson, coordinator of the electricians' apprentice program in San Jose area, was named president.

Apprentices who haven't registered for related classroom instruction should do so soon to avoid the rush in September when classes start. We urge all apprentices to observe all of the safety rules to avoid accidents.

SURVEYORS

The Oakland surveyors are moving along in real good style. Ed Schawafel has one apprentice; Ben Furgeson has one; R. K. Randles has one; George S. Nolte, in Walnut Creek, has three in various stages of training. Bryan and Murphy has one; Jack Johnson Engineers has one; Kister & Savio also have one and Robert Schenk has one.

These companies are all cooperative in the apprenticeship program and we want to thank all the Chief of Parties for a fine job of training. We also want to congratulate Bill Hazelwood who has completed his apprenticeship and was recommended for certification as "Chief of Party" by the Oakland sub-JAC. He is employed by Bryan and Murphy, Civil Engineers.

SAN JOSE SURVEYORS

The San Jose surveyors are moving at a good pace now and we should have more apprentices working before the end of summer. Employers are becoming more cooperative as they find out how the apprenticeship program will benefit them.

Again we want everyone to work safely at all times and heed the advice of the journeymen around you.

NORTHERN AREA

Work is in full swing in the Northern part of Local 3. We have apprentices working on jobs for Wunderlich at Klamath; Morrison-Knudsen, at Phillipsville; Harrington, in Hoopa Valley—over the hill in the Redding area Fredrickson Watson, at Corning; Morrison Knudsen Pit 7 and Gordon Ball, on the Redding Freeway; Marysville men are working at Brewster; also, McNamara in Chico and the Butte Creek Rock Co., apprentices are helping to build the Oro Dam.

Journeymen: These apprentices are grateful for your help, indebted for your patience and ambitious for your knowledge. These are men that will carry on where you leave off, and we feel proud of their ambitions, but all of these are not enough — without your help. This is YOUR program, YOU started it, YOU wanted it, let's make it the very best one possible. At the request of the Northern California J.A.C., a labor management committee is busy attempting to revise portions of the Surveyor's Standards which sets up the framework under which the J.A.C. operates.

More on Stockton

Continued from Page 7—

tions, grading and paving and miscellaneous work;

McNamara Corp., Double-shifting new Westside Freeway, Tracy; Murphy Bros., Finishing sewer job in Manteca; Munn & Perkins, Sand and gravel plant south of Escalon; Nomellini Const., California Youth Authority Complex, South of Stockton; P. C. A., Double-shifting rock plant, South of Tracy; Charles Pankow, Inc., Constructing new Montgomery-Ward Store, North Stockton; Parrish, Inc., Sewer construction at various locations; Pritchard Products, Enlarging ammonia facilities, Lathrop;

Stanfield & Moody, Road job on Union Island and numerous small jobs throughout the County; Stockton Sand & Gravel, Plant near Bellota; Swinerton & Walberg, Finishing Libbey-Owens-Ford Glass Plant, Lathrop; Teichert Aggregate, Rock plant, South of Tracy; A. Teichert & Son, Road construction on Lodi Freeway, Westlane, paving City of Stockton streets, site preparation at various locations, constructing levees for settling ponds

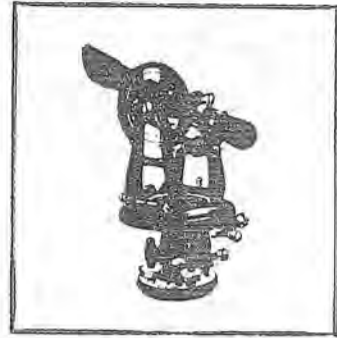
at Lathrop for Libbey-Owens-Ford and miscellaneous work;

Tompkins & Gallaven, Grading & paving at Lodi; United Concrete Pipe, Manufacturing pipe in their Stockton plant; Elmer Wendt, Inc., Levee construction at Bear Creek, North of Stockton; Claude Wood Co., Paving & grading in Lodi, and rock plant in Clements.

Stanislaus County: Larry Akland, Sewer pond construction, Riverbank; American Transit Mix, Concrete supply, Modesto; A. L. Craft, Equipment rental, Oakdale; Healy-Tibbets, Hetch-Hetchy pipeline river crossing, near Vernalis; Matich Corp., Road construction on Highway 99 at Ceres, paving with concrete on Highway 99 in Modesto;

George Reed Company, Grading & paving, Modesto; M. J. Ruddy & Son, Grading & paving, Modesto; Standard Materials, Grading & paving and concrete supply, Modesto; Turlock Rock Co., Crushing aggregate and concrete supply, Turlock; Vinnell Corp., Hetch-Hetchy pipeline job, 20 miles in length.

Survey Notes



By DAVE REA

To the many requests we have received, we shall give you a run-down on the new wage rates for surveyors under the "Tech Engineers" wage increase which is effective August 1.

If you do not receive the increase on your next paycheck, contact your local Union office for help and I'm sure it will be straightened out.

	Old	New
Classification	Rate	Rate
Party Chief	\$4.98	\$5.20
Sneer Inspector	4.98	5.20
Inspector	4.80	5.00
Soil Tester	4.60	4.81
Instrument man	4.60	4.81
Head Chainman	4.13	4.31
Rear Chainman	3.88	4.05



WRENCHING . . . Apprentice Doug Gandy, indentured last August as a heavy duty repairman, is shown checking a 21 scraper at Guy F. Atkinson Forebay Dam project at San Luis Dam. He attends Fresno City College evenings. Like father, Brother Alfred Gandy, Doug plans on career with Engineers.

SWAP SHOP: free want ads for Operating Engineers

WANTED TO BUY

SPRINGER SPANIEL PUPPY, purebred, male, black & white. Papers nice but not necessary. Clinton L. Green, 12500 Spruce Lane, Reno, Nevada. Phone: FAirview 3-2423. Reg. No. 622848.

USED HOUSE TRAILER, 16-18 ft., for duck hunters. Good condition, reasonable. Louis Frank Vannucci, 911 Crestview Drive, Millbrae, Calif. Reg. No. 826978.

FOR SALE

AIR COMPRESSOR, DeVilbiss, 3-phase, 5 hp electric, \$250.00. Don Thoms, 5 Sunnyhill Dr. in Petaluma, Calif. PO 2-9238. Reg. No. 1154357.

PONTIAC 1956 4dr. hardtop, good rubber, rebuilt engine, \$150.00. Don Thoms, 5 Sunnyhill Dr., Petaluma, Calif. PO 2-9238. Reg. No. 1154357.

RM. HOUSE & 3 RM. Guest House, South Tahoe, Tahoe Paradise, Meyers, Calif. 500 ft. off Hwy 50. Like new, perf. cond., knotty pine interiors, fireplace, w/w carpet, etc. Must see to appreciate. Joe Muren, 1734 Trenton Dr., Castro Valley, Calif. Phone: 581-7734. Reg. No. 425248.

ELECTRIC DRILL PRESS, 2-3 ft. utility tool boxes, air grease gun, 2 1/2 in. impact wrenches (1 air, 1 electric), 1000 W generator, miscell. power tools. Howard S. Dietrich, 24802 Mulberry St., Hayward, Calif. Phone: 782-6987. Reg. No. 586420.

VERMERE T3 TRENCHER, track mounted, depths to 4 1/2 ft. Less than 400 hrs. Gordon L. Eastwood, 23 Richie Drive, Pleasant Hill, Calif. Reg. No. 272580.

COLUMBIA HOUSETRAILER, 1958, 10'x48', 2 bedrm., front kitchen, washer, \$3,000.00. Mark C. Hooper, 13585 Doolittle Dr., No. 128, San Leandro, Calif. Phone: 483-0152. Reg. No. 977650.

RAMBLER AMERICAN 1960, 2-dr., stick shift, good cond., excel. gas mileage. Reasonably priced at \$450.00. Howard S. Dietrich, 24802 Mulberry St., Hayward, Calif. Phone: 782-6987. Reg. No. 586420.

3 AXLE LOW BED TRAILMOBILE EQUIP. TRAILER, 20 ton. Harry Gales, Rt. 2, Box 560, Morgan Hill, Calif. Phone: 225-1581. Reg. No. 841528.

1941 FORD COUPE, radio, heater, with 1953 Ford engine, excel. running cond., \$175.00, or best offer. Ronald Laplace, 687 Bancroft St., Santa Clara, Calif. Phone: 248-1656. Reg. No. 994081.

DISC 15' UNABEAM, hydraulic. Make offer. Good condition. Also '53 Plymouth Station Wagon. Make offer. Fred Biolsi, 11191 Farndon Ave., Los Altos, Calif. Phone: YO 7-2157. Reg. No. 714897.

TRAILER LOW BED, 8'x14', elec. brakes, tandem wheels, tires 8 ply 7.50x15, 5 ton capacity, \$1,000.00. Milton Harrington, 446 Grove St., San Francisco, Calif. Phone: UN 3-1000. Reg. No. 1003106.

16 FT. RUNABOUT w/50 hp Johnson outboard, with extra motor for parts. All for \$600.00. Roy Scarborough, Phone: DE 4-2376. San Francisco, Calif. Reg. No. 285495.

D7 CAT & LS 8-10 yd. Carryall, \$8,000.00. D8 Cat & LP 12-15 yd. carryall, \$16,000.00. Call after 7 P.M. Ron Gilardi, 832 Bodega Ave., Petaluma, Calif. Phone: POrter 3-0824. Reg. No. 1124510.

3 BEDRM. HOME — will discount \$4,000.00 equity. Balance under \$9,600.00 at \$80.00. Would accept clear trailer. Jack Weyler, 66 Silver King Mine Rd., Redding, Calif. Reg. No. 845564.

HOME 2 story, 4 bedrm., 2 baths, w/w carpet, elec. kitchen, fenced & landscaped. Walking distance schools, shopping, golf course, 1 mi. to Bayshore Freeway, \$15,500.00. \$1,200.00 down, \$115 mo. tax & ins. Albert H. Keller, 1919 Rigoletto Dr., San Jose, Calif. Phone: 285-5135. Reg. No. 1003156.

58 OCS OLIVER Crawler, hydraulic Anderson Tilt dozer w/angle, hydraulic Murry scraper, Trailer w/elec. brakes, 54 Chevy 1-ton truck, \$3,500.00. Al Treglow, 7273 Kara Drive, Sacramento, Calif. Phone: GA 8-4528. Reg. No. 324972.

HOME nice 3-bedrm. on 5 acres, all fenced, 2 small outside bldgs. & carport. Enough lumber & metal to build small barn. Good pressure system natural gas. Price \$18,500.00. Cloval A. West, Rt. 1, Box 475, Galt, Calif. Phone: 745-2477. Reg. No. 863836.

CONCRETE TRUCK MIXER, 5 1/2 cu. yd. capacity. Mack Truck & Challenge Mixer. Excel. cond. Good rubber throughout. Rear tires (8) size 11-20. Frone tires 10-20. Has Hyd. chute, 16 ft. long. Full price \$3,500.00. Photo furnished on request. Harry Powning, General Delivery, Auburn, Calif. Reg. No. 732110.

1960 TROJAN 185 Horse Interceptor Marine Motor—24 ft. Head, galley, ship to ship, ship to shore & AM radio, depth finder, compass & sniffer. Excel. shape mechanically. \$3,500.00. Berthed at McAvoy's. Port Chicago, or write or call: Vern Sorensen, 1350 Oakland Rd. 66, San Jose, Calif. Phone: 297-9566. Reg. No. 251990.

ACCORDION, 120 Base, used only 6 months, in perfect condition. Original cost \$395.00. Will sell at \$250.00. Walter Powers, 906 Donaldson Way, Vallejo, Calif. Phone: 644-1892. Reg. No. 494288.

5 ACRE CORNER joining city limits. 1 block to school. Excel. soil, under irrigation, ideal for subdivision or farming. Gravity water, elec. gas. \$12,500.00 terms. See 1019 W. Walnut, Greenfield, Calif. Floyd Ramey, 777 Railroad Ave., Gustine, Calif. Reg. No. 671531.

LOT IN EL PASO, TEXAS \$300.00. John H. Ault, General Delivery, Los Banos, Calif. Reg. No. 921380.

ACCORDION, 120 Bass. Italian made, in excel. cond. Gold pearl for man or woman. Case incl. \$150.00 or best offer. Larry Friberg, 11 Sequoia Rd., Fairfax, Calif. Phone: 456-0664. Reg. No. 1157901.

SAILBOAT 17 ft. Jr. Starr, fiberglassed w/dacron sails & perm. keel, 4 wheel trailer incl. Needs work. \$400.00 or best offer. Larry Friberg, 11 Sequoia Rd., Fairfax, Calif. Phone: 456-0664. Reg. No. 1157901.

GE WASHER '63 model, 12 s, 2 speed, 2 cycle, temp. control, filter-flo; used for only 7 mos. \$130.00. Arthur L. Otero, 1460 Webster St., Apt. 2, San Francisco 15, Calif. Phone: WE 1-4408. Reg. No. 1108154.

LOT, large, nr. beautiful Donner Lake. Excel. location, 400 ft. from lake. Water, elec., phone & 4500 plus gal. septic tank. Permit to build 4-plex & home if desired. Must sacrifice for \$4,950.00 cash due to emergency. Nicholas F. Sardo, 115 Greenfield Ave., Vallejo, Calif. Phone: MI 2-2362. Reg. No. 1036021.

CONSTRUCTION EQUIPMENT watch fobs, courtesy badges, tie clasps, key chains, coin holders, tie tacks, belt buckles, breast badges, cuff links, lapels & with any 2 emblems a chain & safety catch. Sell from \$2.00-\$7.50 plus postage or C.O.D. charges. Harold S. Martin, 1728 Santa Barbara St., Seaside, Calif. Zip 93955. Reg. No. 3098760.

DORSETT CABIN CRUISER 17 ft., 75 hp. Johnson Motor, both 1960 models. Heavy duty trailer. Life jackets, ladder, paddle, helmsman seat, speedometer, 12 V battery, anchor, nylon rope. Licensed, ready to go. \$2,000.00. Cannon Simpson, 626 Meadowlark Ave., Los Banos, Calif. Phone 826-4238. Reg. No. 1098513.

LABRADOR RETRIEVER PUPS. Whelped 4/17/64. AKC Reg. All black. J. L. Bonney, Rt. 1, Box 2197, Applegate, Calif. Phone: 352-2786. (1 mi. southwest of Applegate on Highway 40.) Reg. No. 918832.

1956 PICKUP 3/4 TON FORD, 3 speed Brownie, 8 ft. bed, 8 ply tires, power shocks, built-in boxes, custom bumpers, directionals, many extras. Mrs. Consuelo Button, 140 Norlyn Drive, Walnut Creek, Calif. Reg. No. 449646.

HYDRAULIC HORIZONTAL WOOD SPLITTER \$300.00. 1 Tandem trailer can carry up to 8 ton. \$350.00. Chevrolet 1 1/2 ton truck w/dump bed. \$500.00. Wilton C. McManus, 575 Jennings Ave., Vallejo, Calif. Phone: 642-8590. Reg. No. 1136312.

TRAILER, low bed pull, tandem axles, 2-4000 lbs. linko axles, elec. brakes, 24' long, 6'7" wide, \$250.00. Bob Sousa, 3927 Wilson Ave., Castro Valley, Calif. Phone: 582-5212. Reg. No. 1130337.

REAR DOUBLE DRUM UNIT for HD 10 Allis Chalmers Tractor, Model CD 400 D, Size 5. S. Yager, 1523 N. Beale Rd., Marysville, Calif. Phone: 743-8853. Reg. No. 977701.

HOME, Hayward, 3 bedrms., 2 baths, Japanese garden, waterfall. FHA appraised \$17,900. Forced to sell fast—\$16,900.00. Small down. J. deGlymes, 2666 Leeward, Hayward, Calif. Phone: 782-6473. Reg. No. 1079873.

DINING ROOM SET, Duncan Phyfe, 5 pieces, 2 leaves & pads \$89.50. 3 pc. bedrm. set complete \$85.00. 5 piece dinette set \$35.00. Dale Moore 5386 Brophy Drive, Fremont, Calif. Phone: 793-5405. Reg. No. 822695.

MOTOR complete, IHC Black Diamond. Transmission, drive shaft, etc. 264 cu. in. Excel. cond. \$325.00. W. L. McElroy, 10355 Beardon Drive, Cupertino, Calif. Reg. No. 1082358.

BEER BAR holds pony keg. Cost \$115. to make, sell for \$85.00. Percy H. Howse, 3350 Santa Rosa Ave., Santa Rosa, Calif. Phone: LI 5-2498. Reg. No. 649264.

WELDING LEAD 150 ft., 2/0. All or part 25c per ft. Gerald Hamerschmidt, 3604 N. Maple Ave., Fresno, 3, Calif. Phone CL 5-6587. Reg. No. 1072423.

1958 TRIUMPH, 350, 2 cylinder, blue, good condition. \$250.00. Billy Crouch, 309 Holly Ave., Novato, Calif. Phone: 892-9228. Reg. No. 1123403.

HOME, Oroville, 3 bedrm., carport, fenced, cooler, nr. shopping, in city limits. \$12,750. FHA appraisal. Sell or trade Bay Area property. C. W. Young, 38149 Glenmoor Dr., Fremont, Calif. Phone: 593-5449. Reg. No. 997636.

DIVERS HI PRESSURE INGER-SOLL-RAND 3321 complete electric motor unit w/H.D. filter & cooling system, on wheels. Fills 72 cu. ft. tank to 2250 in 5 min. Unit rebuilt in 1963. \$800.00. Roland Mounce, 1422 Mariposa, Lodi, Calif. Phone: 368-0941. Reg. No. 1126192.

7 ACRES, MODERN 3 bedrm. home. Fireplace, Fruit trees, view. Equipment included. \$40,000.00. See to appreciate. Arthur Ring, Rt. 2, Box 1812, Grass Valley, Calif. Reg. No. 574300.

HOME, 1 bedrm., w/furniture, basement, garage, shade & fruit trees, all fenced, large lot big enough to raise beef. Full price \$6,000.00 cash. Garland Booker, Box 62, Smartville, Calif. Phone: 639-2257. Reg. No. 448639.

BEAR Equipped frame straightening & wheel aligning BUSINESS. 50 mi. fr. San Francisco, in growing community. Owner 18 years at present address. Zoned for heavy industry. Don Krueger, 1550 Noelle Way, Napa, Calif. Phone: 226-8784. Reg. No. 855088.

23 ACRES on new Winters Hwy, good road on 3 sides, new steel fence. New well 250 ft. deep, plenty of water. Beautiful view. R. Woody, 1031 E. Monte Vista, Vacaville, Calif. Phone: Dixon OS 8-5454. Reg. No. 347177.

HOME 3 bedrm. lovely, modern. Fireplace, 5 acres, 3 1/2 permanent pasture, barn. Eligible for FHA or Vets loan. \$23,000.00. F. J. Wyman, Route J, box 12 D, Biggs, Calif. Reg. No. 719422.

MARE, 7 yrs. old, black, 1/2 Arabian, excel. saddle mare, broke to harness. \$325.00. 5 yr. old Shetland Gelding, gentle, \$150.00. H. C. Lincoln, 1938 So. Sinclair, Stockton, Calif. Phone: 466-9304. Reg. No. 766442.

EQUIPMENT TRAILER, 16' tandem tilt bed, 750x15-10 ply nylon tires, elec. brakes, adjustable hitch, boxed 7" channel frame. 6-7 ton capacity. Oscillating spring action. \$850.00. Martin Ronning, 229 Alvarado St., Vallejo, Calif. Phone: MI 4-4335. Reg. No. 899450.

READY-MIX CEMENT PLANT, 4 mixer trucks, 1 dump truck, 1 tractor and office building. \$15,000.00 and assume payments. Richard Manning, P. O. Box 12, Los Banos, Calif. Phone: 826-3236. Reg. No. 863900.

HOUSE TRAILER, 1952, 28 ft., modern, alum. w/awning. New draperies. Almost new foam sofa. \$1,350.00. Rex Turner, 4846 Spaniel Ct., Concord, Calif. 94521. Phone: 686-1845. Reg. No. 295839.

HOME 2 bedrm. in Concord. Newly decorated inside out. Leonard Lee, 2258 Acacia Dr., Concord, Calif. Phone: 682-5649. Reg. No. 594275.

HOME, large redwood, 3 bedrms., tile kitchen, bath, large paneled front room, fireplace, 2 porches, showers, garage, laundry, 2 bedrms., porch, etc., downstairs. On Russian River, \$6,000.00 down. William C. Jansen, 225 Mallorca Way, San Francisco, Calif. Phone: WA 2-2127. Reg. No. 514763.

RULES FOR SUBMITTING ADS

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

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