

Highways, Dams A Major Need

"Serving the men who move the earth!"

ENGINEERS NEWS

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May, 1968

Urban Renewal Only 'Stopgap' Says IVP

By KEN ERWIN

The leader of this nation's largest local construction union, both in membership (31,782) and jurisdictional area (California, Utah, Northern Nevada, Hawaii and the Mid-Pacific Islands) said in an exclusive interview this week that unless there are dramatic and revolutionary changes in this country's economic, domestic and foreign policies that there would be a "continuing general decline in the American way of life as we have known it."

International Vice President and Business Manager Al Clem of Operating Engineers Local Union No. 3 believes the nation is moving from "a productive society engaged in upgrading the individual by providing increasing opportunities and just economic rewards" to "a society so busily engaged in studying its navel that it finds itself in constant conflict with what it wants to do and what it is able to do."

In the following interview, Mr. Clem answers questions that are generally on the tip of most of his members' tongues.

Q. As the leader of a union that depends primarily on construction to keep members employed, how do you feel about possible cutbacks in Federal funds for highways, public works and other major construction projects?

A. I am against such cuts. Not solely because they provide jobs for the membership, but because many of, in fact, most of these projects are well-thought-out and long-term budgetary commitments. We are already fifty years behind in the construction of our highway system; experts have said that America is some thirty years behind in the construction of dams and other power projects and the well-documented blight that is evidenced in our cities has its unnoticed rural counterpart in many sections of our nation.

Q. Won't the millions of dollars being poured into urban renewal counteract, to some extent, the reduction of these other projects?

A. Urban renewal is a stopgap. We are moving in a forced direction that implies that a chrome-plated ghetto will solve the problems of social confrontation. Nothing could be further from the truth. I, for one, am in complete agreement with a small, but growing, group of planners that believe population dispersment and totally "new cities" with built-in factors that provide for ethnic balance, equal opportunity and population expansion. Still, any progress that involves expansion of services to increased populations begins with the availability of transportation, water and power. We should not continue to shortchange ourselves on basic needs because of emergency social problems.

Q. Won't urban renewal provide jobs for many who are now unemployed as well as members of your union?

A. Let me put it this way. In the frontier days a man acquired some acreage, cut down some trees, built his home and began to use the land to provide his livelihood. Today, a man may help build his own house, if he has the skill and a union card and a building permit, but he can't provide for himself out of his small back

yard—he has to have a job to pay the taxes and support himself and his family. Stop-gap work, like stop-gap skills, is not a long-term answer. He must have a marketable skill and there must be a marketplace in which to sell it. The marketplace in the construction industry is where the jobs are and it would seem to me that the number of jobs will always depend on the ability of an imaginative and productive America to plan big and build with foresight. We must continually increase the number and continuity of jobs available.

Q. What role do you feel the Federal government should play in accelerating the construction industry?

A. Well, let's face it, since the government is the originator of most of our major public works projects, they, the contractor and the unions must coordinate every effort toward impressing upon the politician, and his handmaiden, the Federal agency, the vital importance of keeping major Federal and State construction programs moving ahead at full capacity. There may be soft spots in these budgets, but construction is not one of them.

Q. Speaking of politics, has your union gone on record to support any of the current candidates?

A. The AFL-CIO has indicated it will support Hubert Humphrey if he wins the nomination. As for myself, I don't pretend to tell our membership how to vote. Realistically, there is no longer any "union vote" as such. A number of political education and fund raising groups such as the AFL-CIO's COPE and our own International Union of Operating Engineers EPEC will continue to use purely voluntary funds to educate our members on the issues and the candidates. As regards Local 3 members, we would hope they would examine the issues and the candidates, both local and national, register, and vote for those who offer the most substantial and realistic programs for the nation and the working man. Let me say this. I believe that both major parties and the individual candidates must make some long-term and far-reaching commitments to America's skilled workman. I feel that both parties must have realistic and meaningful labor and public works planks in their platforms in order to win the votes of the

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They're Going for the Jugular

LABOR'S THROAT is the target of a joint business-conservative congressional campaign. A series of anti-labor bills in Congress is getting a major push from the Chamber of Commerce and National Association of Manufacturers. How the campaigns dovetail is shown at right. Top, cover of June issue of *NAM Reports*, featuring kickoff article in five-part series on "Labor Law Reform." Center, bill introduced in Senate to dismantle NLRB and replace it with so-called "Labor Court," one of key items in Chamber-NAM drive. Bottom, cover page of Chamber publication launching its "Labor Law Reform" campaign. Elections of 1968 will determine outcome of joint campaign. Details inside.

Kaiser To Supervise Huge Dam

OAKLAND — Kaiser Engineers will provide detailed engineer and construction supervision for the \$95.5 million Bandama hydroelectric project for the Republic of the Ivory Coast in Africa. The Export-Import Bank has made an initial loan of \$36.5 for the project.

Slated to begin producing electrical energy in 1974, the project includes building a rock and earth dam almost a mile long some 175 miles northwest of Abidjan on Africa's Ivory Coast. The World Bank loan will be used to buy equipment and services in the United States.

Second Union Health Center In Santa Clara

T. J. "Tom" Stapleton, Recording-Corresponding Secretary, has announced that for the convenience of O. E. Local 3 members who live in the Santa Clara County area or vicinity, you and your family can now receive your vision and hearing benefits at the new offices of Bay Area Union Professional Center, 4483 Stevens Creek Blvd., Santa Clara, California.

The membership of Local 3 has used this Union Professional Center service for more than one year and report a high

degree of satisfaction.

If you or your family have not yet registered for eligibility phone the office nearest you:

SANTA CLARA COUNTY
4483 STEVENS CREEK BLVD.
Phone: 244-3030

SAN FRANCISCO
715 BRYANT STREET
Phone: 391-2020

The examination for you and your family is at no charge (arranged for by your Union)—so phone and take advantage of this vital professional service.



Collectively Speaking with Al Clem

Since the work season is underway, the dispatch offices have been extremely busy. I would like to request at this time that if any of the Engineers who return to their previous Employer and have registered on the out-of-work list to please notify the dispatch office in order that your name be removed from the list. You would be surprised by extending this courtesy to the dispatchers how many hours of needless work you could save them and help to cut down on the telephone bills. Our telephone bills are astronomical and if you would cooperate with the dispatchers, in a way you will be helping yourself.

During the past month we negotiated an agreement with the Dillingham Corporation covering their operations in Guam. We also consummated an agreement with the Reno Employers Council covering the employees of the Sierra Machinery Company, Inc., which was ratified by the members in a meeting in Reno.

I attended the district meetings in Honolulu and Hilo. The work picture in Hawaii seems extremely busy; however, there has been considerable rain and the Brothers have lost some time due to these weather conditions. I also attended the district meetings in Oakland, Sacramento and Stockton and it was a pleasure to visit with the Brothers there.

We have held some preliminary talks with the negotiating committee of the Northern and Central California Chapter of The Associated General Contractors of America, Inc. As you know, the contract expires June 15, 1968, and there are many contracts hinging on the outcome of these negotiations. We are hopeful of consummating an agreement prior to the expiration date of the contract. Of course, as soon as a tentative agreement is reached, there will be a series of meetings held for you to accept or reject the proposals.

We are now having a rash of jurisdictional problems and other problems that confront the officers of the Union in their daily operations. As we have told you many times before, jurisdiction is the lifeblood of our organization and while the construction industry is automating at an ever increasing pace, we must always be on guard in order to secure the job opportunities for our members. With the out of work lists as large as they are, we all must cooperate together so the Brother Engineer out of work may secure his rightful share of the work.

We all know that some of the politicians are racing up and down and across the country talking out of both sides of their mouths promising you the pie in the sky. It seems that the national political picture is one that will take a great deal of studying and all of us in the final analysis will have to make the determination of the man we will cast our vote for who will do us the most good. In talking to the Employers and personnel in government and civic groups, we are always proud to tell them that the members of our Union only want a chance to earn a decent living by giving an honest day's work for a fair day's pay. It is amazing the number of Brothers who are so disgusted with the people who are advocating pay with no work. I am confident, though, when the final chapters of our history are written covering these trying times, we will find that the American people will solve their problems as they have in the past.

We received several inquiries from time to time about reciprocity agreements and the different pension plans. We have reported to you that we have held exploratory talks with other Engineers Unions, particularly in the Western United States, and we are hopeful that in the not too distant future we can report to you that we have been able to effectuate reciprocity agreements with some of the Local Unions.

Your Good Name

Credit unions around the world operate well because they base decisions on integrity—their integrity and that of their members.

A "good name" doesn't come by accident; it is earned. A credit union member earns his good name by regular savings, working together with his fellow members and repaying loans on time.

When difficulties arise, he keeps in touch and asks the credit union to help out. He finds out what a credit union really means.

At your credit union, a good name entitles you to the best possible service: quicker credit, more credit and more help in emergencies.

SAFETY VIOLATIONS

Violations of safety and health standards have been uncovered in 95 per cent of the industrial establishments inspected by the Labor Department under the Public Contracts Act last fiscal year. Federal engineers inspected 1,039 establishments and found 1,283 violations of minimum standards.

\$18 Million In Rinconada Hills Project

A Palo Alto building firm, Brown & Kauffman, Inc., and one of the world's largest producers of forest products, Weyerhaeuser Co., will join in the development of the \$18 million Rinconada Hills community in Los Gatos.

The new community will cover 106 acres and contain garden apartments, townhouses, luxury homes and a private country club.

Using advance techniques advocated by the Urban Land Institute, the design will avoid deep cuts to preserve the natural beauty hillsides and will afford one major loop street serving the community without hazardous intersections.

The development will include 160 garden apartments, 240 townhouses surrounding a 17-acre central park and 150 custom homesites.

New Starts Up In Residentials

Residential and non-residential building contracts through March indicate a dramatic increase in residential construction — some 64%—and an equally dramatic decrease in non-residential construction, down some 82% over the same time last year.

Residential future contracts were pegged at \$55,786,000 against last year's \$34,011,000, while non-residential contracts were down from \$177,717,000 in '67 to \$81,180,000.

Washington OK For Mad River Dam, Reservoir

SAN FRANCISCO—The blessing of the Board of Engineers for Rivers and Harbors has been given the \$38.6 million dam and reservoir on the Mad River in Humboldt County. Recommendations for the 350-foot high, 1,850 long, rock-fill dam and multiple purpose reservoir has been made by the San Francisco District and South Pacific Division Army Engineers.

Hilton Tower To Be Tallest

A 700-room, 43-story addition to the San Francisco Hilton Hotel will make it the tallest hotel tower in San Francisco. Cost has been estimated at \$15 million and the new tower will boast a rooftop restaurant and cocktail lounge. The new section will be air conditioned throughout and will employ high-speed elevators.

Logic?

Governor Ronald Reagan: "What kind of tortured logic is it that restores a driver's license to a drunken driver because, as one court held, when arrested she was too drunk to be aware of the consequences of refusing a sobriety test?"

ENGINEERS NEWS

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Interview... Clem

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rank and file. Organization-wise, we will support that candidate that we believe will work best for a productive construction and labor program dedicated to creating a better America.

Q. Do you believe either party best represents the labor movement?

A. No. There are individuals in each party who, though I am against tags as such, may be called pro and anti-labor. There are a number of individuals who have proposed restrictive labor legislation; however, we have worked, and will continue to work, with legislators who have proven records, or show bright, new promise of best supporting the goals of the general membership.

Q. The war in Viet Nam has now reached the conference stage. However, it is still expected to play a major role in the upcoming elections. What do you feel the general attitude of your membership is toward international involvement?

A. Well, I don't pretend to be an expert in foreign affairs, or for that matter, an expert on the memberships' thinking in this particular area. On a moral basis, I think all free men support the right of self-determination for all peoples. At what point, how and where we meet our commitment, I leave to professionals in international affairs. The present administration has said we must meet this responsibility in Viet Nam. I, and I think most of our members, accept this evaluation. On an economic basis, I feel that charity should begin at home. As I pointed out earlier, this nation needs to give major priority to the vast array of domestic problems confronting it.

The needs of the general population are very great. Better housing, medical care, wages, urban and rural blight, vastly increased service facilities, to name but a few. We may have to rethink our foreign policy and involvement on a more realistic priority basis. Right here, let me say I think there is a great deal of blight within the institutional framework of the nation. We seem to be multiplying ideas and agencies without producing any substantial long-term results. I am not saying we should dynamite the existing institutions, as many of our young people seem to think we should do. I am saying, however, that existing institutions should be restructured and refurbished to meet the expanded needs of all our people. I am speaking both of government as well as private institutions.

Q. In a general sense, what do you think your membership will expect of any new administration?

A. First, full employment. I have long advocated a coalition of government, labor and management experts to put together the elements of a long-term public works program that will span the gap between population growth and population needs. Secondly, we are very much involved in such things as environmental health, safety regulations and a number of other programs in which we would expect to get firm legislative support. Thirdly, a sounder dollar and a firm economic policy to halt the spiraling cost of such basic needs as medical care, food, clothing, rental, transportation and general recreation. Inflation has demeaned the pension dollar and continues to frequently offset the wage and fringe gains we negotiate.

FACTORY LABOR TURNOVER

The demand for factory labor eased up in March, the U.S. Department of Labor's Bureau of Labor Statistics reports. This was reflected in seasonally adjusted declines in addition to factory employment and voluntary quits.

BARGAINING SETTLEMENTS

Bargaining in the first quarter of 1968 was highlighted by settlements in the copper, can and glass industries. Major agreements negotiated during the quarter covered about 700,000 workers compared with the 950,000 affected by settlements during the same period in 1967.

AGE BIAS

The U. S. Department of Labor is alerting employers, employment agencies and labor organizations across the nation as to their responsibilities under the Age Discrimination in Employment Act. Beginning June 12, it will be a violation of federal laws to discriminate in hiring on the basis of age for workers between 45 and 65 years old.

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Conservatives' Anti-Labor Campaign Hangs on 1968 Election Results

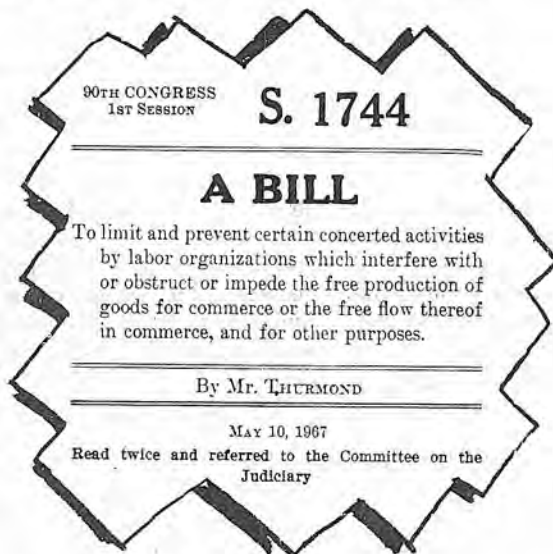
Congressional conservatives and major elements of the business community have launched a twin thrust at labor's throat. It involves:

1. A softening-up process in Congress by way of a gradual build-up of sentiment for a series of anti-labor proposals; and
2. A massive grass-roots propaganda effort among memberships of powerful business groups to line up support for the big push in Congress.

The conservatives' jugular instinct was whetted by election successes in 1966. Their hopes for the kill rest on the outcome of the elections in 1968.

Their campaign, thus, is entirely political in nature. It relies wholly on election of a Congress willing to enact anti-union legislation. Deny the conservatives a political victory in 1968 and their whole strategy crumbles. Give them a political victory in 1968, and their success is assured.

Outside of Congress, the drive is spearheaded by the U.S. Chamber of Commerce and the National Association of Manufacturers. Each mildly refers to its campaign as one for "labor law reform." But there is nothing mild about the specifics of their plan.



AIMED AT JOINT BARGAINING by unions, this bill has been introduced by DixieGOP Sen. Strom Thurmond (S.C.). Its aim has strong backing from the Chamber and NAM: to prevent a group of unions to coordinate their bargaining with any employer.

Here's what they are proposing either outright or by inference:

- Antitrust law coverage for trade unions.
- Dismantling of the National Labor Relations Board and establishment of a so-called "Labor Court" in its stead.
- A prohibition against coordinated, multi-union bargaining.

The Chamber already has sent out its road show to 12 cities where "Labor Law Reform Workshops" have been conducted by teams of management labor relations men. Purpose of the workshops, according to one Chamber publication, was "to alert the business community to the long-overdue need for (labor) reform legislation."

The NAM is following up with a series of 11 workshops scheduled for October and November. The clinics will be conducted by Charles A. Kothe, author of an NAM-distributed book, "Industrial Freedom in the Non-Union Plant."

Lengthy articles boosting the campaign for "labor law reform" have blossomed in recent months in the publications of both the NAM and Chamber.

The Chamber has run three of a continuing series of articles on "Roots of Union Power" in its prestige publication, *Nation's Business*. The NAM has carried three of a projected five-part series on "Labor Law Reform" in its major publication *NAM Reports*.

One article in the NAM series was penned by Howard Jensen, vice president and general counsel of Lone Star Steel Co. The firm has been described by the Texas AFL-CIO as "probably the leading union-busting company in Texas." It is headed by E. B. Germany, a leader in right wing circles.

Jensen himself has been on the speakers bureau of the National Right to Work Committee and on the Southern States Industrial Council, a rightist outfit that adopts the John Birch line on UNICEF, wants the U.S. out of the United Nations and wants to abolish REA and TVA.

The thrust of Jensen's article is that oppressed union members are unhappy with union leaders but unions shrewdly "deflect" members' resentment to employers in the form of strikes.

The propaganda barrage picking up tempo in the NAM and Chamber coincides with conservative efforts in Congress to build support gradually for specific legislation tailored to the programs of the giant and powerful business associations.

This year, on the heels of conservative election victories in 1966, trial balloons were launched in Congress for a spate of anti-union proposals. Any one of these would be damaging to the trade union movement. Taken together, they are dynamite. Here are just some of the bills that have been proposed:

► H.R. 333, introduced by Rep. Dave Martin (R.-Neb.)—This would destroy industry-wide bargaining by clamping anti-trust laws on unions. It would revive the discredited "conspiracy" theory that dogged unions a century ago. It would leave local unions completely at the mercy of industrial giants.

► S. 1353, introduced by Sen. Robert Griffin (R.-Mich), co-sponsored by a cluster of conservative GOP senators and one Democrat, Sen. Frank Lausche (Ohio)—This would abolish the National Labor Relations Board and replace it with a so-called "Labor Court" comprised of 15 judges serving 20-year terms. Nominations for the "Labor Court" would be passed on by the Senate Judiciary Committee, which now is, and for the foreseeable future will remain, under Dixiecrat-conservative GOP leadership. The legislation already has received strong backing not just from the Chamber and NAM but from individual businesses, among them the union-busting J. P. Stevens textile firm angered over recent NLRB decisions protecting union efforts at the firm's plants.

► S. 1744, introduced by Sen. Strom Thurmond (R.-S.C.)—This would outlaw multi-union bargaining by a group of unions with the same employer at the same time such as occurred with Westinghouse last year. Joint bargaining arose in the first place as a necessary union response to the growth of conglomerate industrial giants.

► S. 1880, introduced by Sen. John J. Williams (R.-Del.)—This would undermine labor's political efforts by preventing National COPE or any international union from collecting voluntary contributions from union members to give financial aid to endorsed candidates. It was proposed as an amendment to the campaign financial reform bill and was defeated in the Senate in September. It will come up again if the climate changes as a result of 1968 elections.

► S. 22, introduced by Sen. Paul Fannin (R.-Ariz.) and co-sponsored by four conservative Republicans and southern Democrat Sen. Sam Ervin (N.C.)—This would prohibit "card checks" and other informal methods of determining whether a union is the choice of a majority of employees in a bargaining unit.

Not yet introduced in the 90th Congress, but a lead-pipe cinch for a big push if 1968 goes

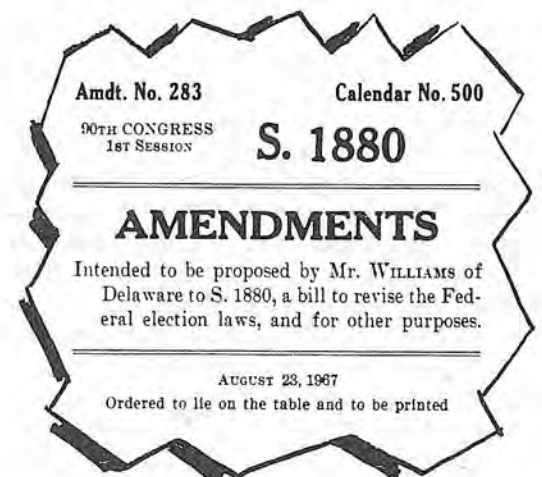
right for conservatives, is a federal open shop law, banning union security nationally. This would certainly be welcome to the NAM and Chamber, though their publications as yet have not embraced the proposal.

"Right to work" promoters have a draft bill ready to promote in the 91st Congress. Many conservative legislators have blessed it. The proposal would reverse the situation under present law. To legalize union security provisions in labor-management contracts, state labor movements would be forced to go the referendum route or to prevail on state legislatures to enact laws permitting the union shop.

Where does the joint anti-union drive of business interests and conservative legislators stand today?

In one sense, it is standing still. There is little prospect that the present 90th Congress—despite its more conservative nature than the 89th—will enact legislation to stifle trade unions.

Yet, in another sense the campaign is moving ahead. Conservatives in Congress and the Chamber and NAM are using time to build support. Congressmen are sounding out and softening up their constituents. The NAM and Chamber are beating the propaganda drums,



SURE-FIRE BET to come up again if conservatives win in 1968 is this proposal—defeated last month in the Senate—to prohibit COPE or international unions even from collecting voluntary dollars to contribute to endorsed candidates.

rallying their own memberships behind the thrust for anti-labor legislation.

The congressional conservatives and the Chamber and NAM don't deceive themselves. They know their campaign will rise or fall on the basis of 1968 election results.

Take away a few liberals from the present shaky House majority and subtract a few senators from the liberal ranks in 1968, and parts or all of the anti-union package become sure bets for passage.

So the answer is political. If they win at the polls, they win their goals in Congress. If they lose at the polls, if we add to liberal strength in Congress, it's a different ball game.

Going for the anti-labor forces are all the weapons, all the money and all the political savvy they can muster. The NAM's Business-Industry Political Action Committee (BIPAC) already is cruising in high gear. Now six years old, it has developed into a sophisticated, well organized political force.

Lined up with it will be right wing political action groups. Anti-union by nature, and with plenty of other axes to grind, the rightists unquestionably will be backing most of the candidates BIPAC supports.

In 1968, the best bet to preserve your union and your security against the attack is COPE. Give to COPE. Work with COPE in your union and your community. Make 1968 a "COPE year."

Only all-out effort will do the job.

M-K Is Low Bidder On Nevada Crushing Job

By GAIL BISHOP, JOE HAMERNICK, MONT PARKER and BUD JACOBSEN

The District meeting of March 9th was well attended. There were 122 present. The members elected a new Grievance Committee at this meeting. The overwhelming vote certainly would indicate confidence in those Brothers elected.

We were involved in the special copper strike negotiations called by President Johnson in March. Business Manager and International Vice President, Al Clem, and District Representative Gail Bishop, flew to Washington, D.C., on March 10, 1968, and immediately entered into the almost "around the clock" negotiations session. After two weeks of this we had an acceptable contract for our members at Anaconda Copper Company, Yerington, Nevada. In Washington there were a half dozen meetings going on at one time. All phases of the copper industry were being negotiated. These included: the mining, smelting, wire & cable, and brass manufacturing. This was a long, tough struggle and all of us were happy to see the end.

We have Morrison-Knudsen back in Northern Nevada again. They were low bidders on the crushing job at Elko, Nevada, at \$1,051,000. We hope to see equipment moving soon. Byars Construction Company of Reno, Nevada, is doing the excavation for the new mill at Cortez, Nevada. This mine should be in production next year.

Boise Cascade Corporation of Idaho is closing a multi-million

dollar deal to buy Incline Village at Lake Tahoe. Perhaps we will see some additional developments in this 9,000 acre parcel in the not too distant future.

Commonwealth Construction Company of Vancouver, Canada, are now in the process of building a \$4,000,000 gold processing mill for the American Exploration & Mining Company at Crescent Valley, Nevada.

Rogers Construction Company is working two shifts on their section of Interstate #80 near Carlin, Nevada. They have about 40 Operating Engineers employed on this job.

The Lake Tahoe area has a lot of snow on the ground but it is melting very fast. Pestano Construction Company from San Jose, California, has a pipe line job from Kings Beach to Dollar Point, California. This job will start in two months.

TAB Construction Company from San Diego has two pumping stations on the pipe line from Kings Beach to Dollar Point. There will be \$2,000,000 spent on these two jobs. This will put 25 or 30 Brothers to work who will be kept busy all Summer until the snow falls next Winter.

Several good jobs have been let in Northern Nevada this Spring which will help in placing most of the Apprentices we have on the out of work list. On the first of March we had 14 new applications from young men who wished to receive training in the program. We have Apprentices working around Reno, Lake Tahoe, Elko, and on the power line job that starts in Northern Nevada and ends at Mono Lake, a distance of better than 260 miles.

Granite Construction Will Rebuild Klamath

SAN FRANCISCO—Disastrous flooding in December of 1964 literally wiped the little town of Klamath from the face of Del Norte County.

Now Watsonville's Granite Construction Co. will be putting the town-site back under a \$1.3 million contract with the Army Corps of Engineers. Later this month Granite is expected to start work on a project which will involve placement of general earth fill amounting to about 40 acres, the construction of a perimeter ditch with drainage structures and seeding about 38 acres out of the 40 being filled.

Granite has been working on the new Highway 101 section which forms the western boundary of the new townsite. The area between there and the bluffs will comprise the townsite.

Filling and seeding of the new site, north of the former Klamath location, is to be accomplished by November 30, 1968, Colonel Frank C. Boerger, San Francisco District Engineer said.

Of the approximate 1.2 cubic yards of general fill needed, 400,000 yards will be obtained from a nearby hill.

Under an agreement arranged by the Corps of Engineers between Del Norte County and the California State Land Commission, 780,000 cubic yards of fill will be obtained from a designated bar area adjacent to the river in the vicinity of the left bank abutment of the new highway bridge.

The flood control plan for the lower 8½ miles of the Klamath

River is designed to provide protection from a flood of the magnitude — 540,000 second feet — equivalent to the December 1964 flood which destroyed the concrete arch Douglas Memorial Bridge at Klamath and inundated the community 18 feet deep.

The Klamath area, stricken by flood disasters four times since 1953, is exceedingly attractive in terms of scenic and recreational values.

Operating Engineers Local Union No. 3
474 Valencia Street
San Francisco, California

Dear Mr. Clem:

My sincerest thanks for your kindness and help—with forms, information, papers and such—during the last four years, and particularly since January 9, 1968.

Thanks for the benefit checks, and last but not least, the lovely Bible.

Yours very truly,
Mrs. Perry E. Bonham
San Lorenzo, California
(Dorothy S. Bonham and Family)

\$17 Million Salt Palace Nears Completion Mark

By ASTER WHITAKER, JAY NEELEY, JOHN THORNTON, TOM BILLS, WAYNE LASSITER and DEL HOYT

Northwestern Engineering Company has started moving mud again on their 6400 South job. They did get some drains in during the winter, which has helped. All concerned are praying for no moisture, so that they can continue and finish this job this season.

Completion of this job will put in use the freeway from south Ogden to the Point of the Mountain south of Salt Lake City. Acme Vickery Paving Company are expected to do the concrete paving and Northwestern Engineering will do the asphalt work.

Fife Company at Timpie are continuing their operation between storms. They have a good job in Idaho and are anxious to finish this one.

Healy and Hess Company at Knolls are hard at it. The many haulage units and the lengthy haul make this a good job for the repairmen. The loading facility and the dump area are so widely separated that it was necessary to install another steward at the pit. Brother Ed Stewart has taken on this responsibility and is doing a fine job. Brother Duke Sullivan is steward in the shop and dump area and Brother Dent Parker is Safetyman on this job.

LOGAN, UTAH CONTRACTOR KILLED IN PLANE CRASH

Eldon Kloepfner of Logan, Utah, an A. G. C. contractor who employed a number of Engineers, was killed when his single-engine aircraft crashed 22 miles southwest of the Wyoming-Utah border.

Kloepfner had been missing for several days before his aircraft was sighted by members of the Wyoming Civil Air Patrol on April 14th. The Air Patrol reported that the wreckage was scattered over a wide area and that there was no sign of the plane's wheels, engine or wings.

A \$5 million surfacing project for Interstate 15 from 31st Street in Ogden to Hot Springs, a distance of about 12 miles, which will take approximately two years to complete, will double the length of Interstate 15 opened to traffic in the Ogden area. At the present time, the Interstate is open from South Layton to 31st Street in Ogden.

The construction of seven structures, which will span railroads and highways west of Ogden, is well under way, with their completion scheduled some time in the fall. Almost completed are the structures at 1700 and 2700 North, which span east-west lanes of traffic. There are also overpasses over 7th Street, 12th Street and over the Southern Pacific Railroad tracks. There is also another structure over the Denver and Rio Grande Western Railroad tracks.

The balance of the Interstate, between Ogden and Brigham City, a distance of about 10 miles, is scheduled for completion by December of 1970.

The Prime contractors are M. Morrin and Sons and Pritchett Construction Company.

Heavy earth moving equip-

ment is shifting tons of soil and rock between Canyon Road and Park Boulevard in the first step of the project designed to change the channel of the Ogden River to 400 feet south of its present location and to rebuild the Canyon Road from Harrison Avenue to the entrance of Ogden Canyon. This project will cost \$400,000 and is expected to be completed, weather conditions permitting, in the fall of 1968.

We are still having summer one week and winter the next. So far contractors are a little reluctant to open up and get the show on the road.

We believe that if we could get at least two or three weeks of good weather the work would be off and running. Then if we were to get a storm it wouldn't be too hard to wipe it up and get back into action.

We believe we are in for a good year. There are a lot of expansion programs under way in most of the universities and in school areas in general. The highway program looks good, a few are under way and a few more will kick off when the weather permits.

The Salt Palace, Salt Lake's County's 17 million dollar civic auditorium, is scheduled for completion in just one year and construction is moving ahead as planned, with about 45 per cent of the complex completed. Brother Bert Match is Steward on this job and Gary Johnson, Safetyman. Other brothers working on the Salt Palace are Bill Arnold, Clint Daley, Bill Blaine and Robert Shrewsbury.

Kennecott Copper Corporation will be letting a contract in Bingham Canyon within the month for a new haul road around the east side of the mine. This will give them a better and faster method of disposing of the waste or overburden out of the pit.

This haul road should be a good job for some of our Brothers for the latter part of the summer.

The cost of this contract will be around one million dollars and, according to company representatives, will take approximately six months to complete. They expect to get the job started some time around the first of August of this year.

Kennecott Copper will also let another contract, around \$300,000 to \$400,000 in Lark, Utah. This will be for the relocation of the Lark access road going up to

the truck shop area. The road must be moved to make room for more dump area where the present road runs. We understand that the new road will be somewhat shorter than the present road.

We have just recently ratified a new three-year contract at San Francisco Chemical and we believe it is a good contract with good wage increases each year.

The Starvation Dam project has finally started stirring again after a long winter season. Good-fellow Brothers is calling back the crew that was with them last fall and it looks as if there will be additional Engineers needed a little later in the year.

Utah Sand and Gravel, who is providing crushed rock and sand for the structures and tunnels, has the full crew back and is fully operational.

Centennial Development Company has completed concrete lining on the diversion tunnel but have some grouting left to do on the west keyway. This company has been working all winter on these two items.

Beginning March 31, 1968 work on the Bonneville unit complex, which includes the Starvation Dam, Knight Diversion Dam and the Starvation Feeder Conduit, is about 25 percent complete.

Contracts were awarded in December 1967 for the beginning of construction on the Strawberry Enlargement Complex. The Board of Directors has tentatively set a ground breaking ceremony for the summer of 1968.

The contracts were awarded after the Bureau of the Budget released nearly \$6 million in approved appropriations. The contract for drilling of the Water Hollow Tunnel went to Boyles Brothers Drilling Company and Gibbons & Reed Company, with a low bid of \$5,594,828.

Strong Construction Company, Springville, submitted the low bid of \$359,523 on the Water Hollow access road and Current Creek road improvements.

EMPHYSEMA

Do you work where the air is filled with smoke, dust or metal filings? If you're an asbestos worker, roofer, foundryman, plasterer, or carpenter, you are among those most apt to get emphysema—the lung disease which is a major and growing cause of disability in the United States.

We get letters...

Soquel, California
April 1, 1968

Dear Mr. Clem:

Just received my regular Engineer's pension check with an increase of \$12.50, and I also received an extra check for \$12.50 for the month of March.

Many thanks to you and all your officers of Local No. 3.

I've heard that some contractor is going to start leveling off this hill just below my house. Maybe I'll have a chance to see some of my brothers with bulldozers and scrapers. This is in the Monterey Bay Heights Subdivision No. 1. I looked in the Engineers News, but it isn't there—maybe it will be in the next paper.

I feel very good and live like a king.

Best wishes to you all,
/s/ Adam Daisch
Reg. No. 241550

\$21 Million St. Mary's Expansion Program Set

By A. J. "BUCK" HOPE and WARREN LeMOINE

Work on BART is going ahead at full steam and prospects for a top work year in San Francisco are bright. Besides BART, a number of major construction projects are currently in various planning stages.

A \$21 million program for expansion of 11-year-old St. Mary's Hospital has been announced and when it is completed will make this institution the largest private and voluntary hospital in Northern California.

Some \$4,748,000 under the Hill-Harris Act has been granted St. Mary's and the hospital must now obtain matching funds by August 10th.

The San Francisco firm of Hertzka & Knowles has been named managing architects for a new 17-story building to be erected on Grove St. behind the present hospital.

A construction start is tentatively set for July of 1969 with an estimated completion date set for late 1972. Application to close Grove St. between Stanyan and Shrader in order to construct the high rise building is already on file.

A name change for the center, St. Mary's Hospital and Medical Center, will reflect the many broad range medical and community services being offered.

A \$4.7 million first phase in a \$43,050,000 San Francisco State College building program is cur-

rently under review and is expected to produce an international showpiece of architecture in the form of a gigantic polyhedron Student Union Center.

Moshe Safdie, the 29-year-old Israel-born architect has designed the center and the proposed building surfaces will consist mainly of glass and vegetation-covered concrete.

A three dimensional unit, based on a measure and multiples of ten feet.

A polyhedral, many-faced crystal-like enclosure with a diameter of thirty feet.

A basic modular unit, which could be adapted to permutations of itself to create volumes of indefinitely expanding capacity.

These same modular units, in turn, capable of being stacked and interlocked with simplicity and, at the same time, with superior stability and structural strength.

An irregularity in the arrangement of these forms which provides an endless variety of visual pleasures.

The union will be located at the heart of the campus. It will rise in an area occupied by wartime huts now used primarily for offices of student organizations.

A \$2 million sewage treatment plant to serve the expanded needs of the San Francisco International Airport has been approved by the Public Utilities Commission. This new plant will be able to serve a terminal designed to process 25 million air passengers annually, plus 50,000 employees.

Benbow, Big Flat Jobs Keep Rolling In North

By RAY COOPER

Various jobs that were in progress at the close of last season are beginning to roll again and putting a number of Brothers back on the payroll, thereby dropping our large out-of-work list down little by little.

Granite Construction Company has started back on their Klamath Freeway job and should have all their equipment going in a couple weeks. The long delayed project for the future townsite of Klamath has become a reality, according to Tap Fausey of the Granite Construction Company. The Corps of Engineers have awarded this job to Granite and work will start immediately as it will tie right in with their Freeway project. The town of Klamath was completely devastated in the flood of 1964. The new townsite will include 40 acres of dirt fill and will be raised approximately 10 feet above the normal level. Both of these projects will be completed this spring.

Hughes & Ladd has three projects going in the area at the present time. They have started back on their Benbow and Big Flat jobs and also getting started on their new Mad River Bridge and approaches on Hiway 299.

Crooks Bros. will also be back on their Forest Service job at Bear Basin in Del Norte County.

Eugene Luhr & Company have started back on the Orick Redwood Creek Levee job and will also have the quarry and crusher back in operation very shortly.

They have moved in their 4500 Manitowack and later on will work it two shifts. At the present time Brother Warren Rankin is

the operator, his son Bob Rankin is one of the two oilers. Brother Jim Nevois is the other oiler.

Art Burman has called back his old crew. They are starting on their storm damage repair job between Bridgeville and Alderpoint.

The Division of Highways are calling for bids on a number of jobs in the month of May, which we have mentioned in our previous reports. The Trinidad to Patrick Point job, which is approximately 5 miles of 4-lane freeway will be let on May 8th. The Gasquet job on Hiway 199 will be let on May 15th. Of interest to the paving contractor will be a \$283,000 resurfacing of 26.3 miles of state Highway in various locations in Humboldt and Del Norte Counties. This work will be in Ferndale and Fernbridge on Route 1; in Eureka from 15th and Broadway to 4th & H Streets, on U. S. 101; on portions of U. S. 101 in Del Norte County from Wilson Creek to the Oregon border; and on U. S. 199.

Once again we want to take this opportunity to reach all of you Brothers and thank you for your recent vote for the delegates to the 28th International Convention of Operating Engineers. This delegation was comprised of Local 3 members from all areas of Local 3 and combined themselves into a solid working team for all members of Local 3. It was a smoothly run and well conducted convention and we were very proud to see the fine reception and compliments paid from the Locals throughout the United States and Canada for our Business Manager and Ninth International Vice President, Al Clem.

Floating Rigs Dismantle Old San Mateo Drawbridge

By BILL RANEY, MIKE KRAYNICK and DICK BELL

*The sap runneth.
The buds have swollen and burst into bloom.
The crab grass flourisheth again.*

The contractor, resharping his pencil, sees an idle hand and throws a small fit. The crane operator notes a new bird abuilding in his boom, while his oiler kicks the tires. The grease truck man ruefully notes his barrels emptying much quicker nowadays. The heavy duty repairman, impatient with his torque wrench, peens a nut with his hammer and yells "Move it out." The scraper hand, having wallowed in mud for months, now has a new gripe on which to vent his wrath, "Dust!" The 988 skinner says "Won't these trucks ever stop?" The dredgeman throws away his boots and slickers but knows he's in for a bit of wind and white caps on the bay. The engineer's wife sighs "Thank God, he's out of the house." Meanwhile, back on the bench, the still unemployed engineer is like a caged bear.

The business agent says "Here we go again!"

The dispatcher calls his psychiatrist. The Department of Employment clerk breathes a sigh of relief. The creditors rub their hands. The computer, far away in its central office, receives a sudden surge of dispatch slips and develops a mild case of electronic indigestion. Spring is upon the land. The last few weeks of increasing activity in the San Mateo area inspired the above.

Many jobs are at last moving again. We note in particular, a double shift going on the Freeman Sondgroth section of Junipero Serra Freeway. Piombo has started on their new section just south of Crystal Springs dam, a 2 million dollar link of Junipero Serra to tie into 19th Avenue, Ralston Avenue and Canada Road. They have about 5 other jobs scattered over the county. Peter Kiewit & Sons have started the removal of the old San Mateo drawbridge with about 8 engineers on the two floating rigs, the Daniel C and the Jan B.

Granite Construction Company is back at Foster City to do a 1½ million dollar job in neighborhood 8.

Hydraulic Dredge Co. is pumping again, this time at Redwood Shores. The aforementioned jobs plus at least a hundred other medium sized jobs are using hundreds of engineers.

Your San Mateo office was accorded the dubious honor of being robbed recently. The hard working burglars made entrance in a bizarre manner and spent hours attempting to enter our little safe. They managed to wreck it beyond repair but they never quite got it open. They would have been even more frustrated if they had gotten in as there wasn't a penny one in it.

Brother Coy Truluck is in Peninsula Hospital after a very serious roller accident on the Fisk, Firenze & McLean Freeway widening job in South San Francisco. His lower legs were badly crushed. At this writing it seems there is hope of saving them. We hope some of his friends will visit

and cheer him up a bit. Rollers seem a simple machine but oddly the serious accident rate is higher than any other machine.

We are happy to see Brother Oran Brown up and around again after a second hip operation.

The 28th International Convention in Miami Beach was well attended by San Mateo County residents, Mr. & Mrs. Al Clem, Mr. and Mrs. Dale Marr, Mr. & Mrs. Al Boardman, Mr. and Mrs. Marvin White, George Baker and Bill Raney.

Apprentice Bruce Harwood is the proud father of a very new baby girl recently delivered to him by his wife who is also doing well.

Brothers who have finally mastered the long hard road of the apprenticeship program and are now on the job as journeymen engineers: We heartily commend and congratulate Brothers John Palou, Euel McClenahan, Fred Bando, Mike Rankin and Marshall Leach.

Apprentice, Nick Rustad's wife is now recovering nicely from a recent serious illness.

All Engineers should remember we now have a prescription drug plan. Ask at the office or the business agents for the forms. Send in the forms at least every 3 months if you have had any drug expenses.

We are happy to have Brother Dick Bell working as a business representative in the north end of the county. Brother Bell has pulled levers for years in the Marysville area, served many terms on the grievance committee there and more recently as an agent in Fresno.

We have seen much transferring of ownership and resultant name changes in the aggregate industry. Kaiser Rock and Sand is working the red rock hill on Sharp Park Road that has been worked by hundreds of smaller operators for years. Kaiser also has taken over L. C. Smith's hot plant off 19th Ave. in San Mateo.

Roades & Jamison now operates the Rockaway Quarry and hot plant which Howard Marks ran for many years. Howard's San Carlos hot plant is now called Hillsdale Rock Co. and allegedly owned by Matoza out of San Jose.

The various concrete plants owned by H. E. Casey Co. Anderson Bros. and the Mori's of Peninsula Rock & Sand have combined to form the new company called C.A.P. (Casey, Anderson & Peninsula).

All of these changes have resulted in little or no change of personnel we are happy to say.

We still see no activity on the one remaining unstarted section of Junipero Serra Freeway. We do see, however, hundreds of millions of dollars worth of much needed freeway standing idle because of a silly dispute over routing. The shortest, cheapest and already engineered route parallels Canada Road. The City of San Francisco insists that an untried, unengineered, longer and far more costly route be studied. We need the Freeway now, we need the jobs now, not five years from now, maybe.

The opening of the final leg of the Junipero Serra Freeway will

almost immediately prove the desperate need of the continued freeway to Half Moon Bay.

Another most serious bottleneck that is most incomprehensible is the new freeway off the San Mateo-Hayward Bridge that funnels 3 lanes traffic into a single lane at Norfolk in San Mateo and a half mile away back to multi-lane 19th Ave. freeway to the lakes. Ditto the other direction which is even worse when the Bay Meadows race track is open. We see no sign of the division of highways doing anything about it in the near future. Why?

In the recent past we have seen the members of organized labor ignoring their political friends and voting for their avowed enemies in spite of repeated warning in this and other labor periodicals. The resultant emasculation of the offices of the State Labor Commission, the division of construction safety, the Industrial Accident Commission and many others has seriously hurt the worker and his family.

Support your COPE endorsed candidates.

\$2½ Million For AF Jobs

SAN FRANCISCO — U.S. Air Force Regional Civil Engineer Col. George H. Andrews has announced the release of a \$2,490,000 Air Force Military Construction Program to build an aircraft paint facility, data processing plant facility and a logistical facility depot at McClellan AFB.

The aircraft paint facility will have a gross area of 55,300 square feet with approximately 32,000 square feet of clear work space in the hangar area. The facility will provide a modern environmentally controlled paint facility and will be capable of handling six fighter aircraft at one time.

The data processing plant project consists of converting and rehabilitating 21,600 square feet in Building 269 for electronic data processing equipment and logistical office space, and construction of 3,054 square feet of new building area to house a relocated defense automatic addressing system. Remainder of conversion work is for support facility areas such as relocated key punch equipment and toilet facilities.

The logistical facility depot alterations provide for completion of 55,400 square feet basement area in the logistical facility recently constructed.

The bid openings for the construction contracts are scheduled to be held in June with work to get under way in July.

BART OK on Key E. Bay Station

A bid by Fruin-Conlon of Hayward was the lowest of seven bids submitted for the earthwork and structures on BART's Berkeley-Richmond line from Knott Avenue to 21st Street. The Fruin-Conlon bid totaled \$2,954,064 against an engineering estimate of \$2,792,587. The award is expected to be made in mid-June.

Arroyo Mocha Bridge Bids Called By CHD

By NORRIS A. CASEY, GUY JONES, TOM CARTER, ROBERT MAYFIELD, ALEX CELLINI, and JERRY ALLGOOD

Gallagher and Burk, Inc. of Oakland has submitted a low bid of \$1.38 million for the construction of an interchange between Interstate 580 and Hopyard-Dougherty Road East of Dublin in Alameda County.

Included in the interchange project are provisions for expansion to accommodate future increase in traffic volume which may be generated by the enlarged county roads.

About twelve months will be required to complete the interchange project, for which the Highway Commission has allocated \$1,580,000.

Also included in the contract will be provisions for erosion control, minor drainage structure, steel sign structures, and roadside signs.

This company also was awarded a \$264,290 contract to widen the bottleneck intersection of Center Street-Grove Way at Castro Valley.

The California Division of Highways has called for bids on a project to widen the Arroyo Mocha Bridge on Route 84 in Livermore from two to four lanes.

The job also would include widening the approaches from Mocha Street to Holmes Court. Bids will be opened May 15 in Sacramento.

With the good weather the grading and paving work is picking up a great deal.

Lee S. Immecc is re-surfacing the old Franklin Canyon Road from Martinez to the New Freeway. This job plus other grading and paving jobs throughout the area is keeping the crews busy.

O. C. Jones Construction is presently excavating the Railroad Underpass on Barrett Avenue in Richmond. This company is also working on several other projects in the area.

Conrac Engineers is erecting their six story pre-cast concrete apartment building on Barrett Avenue. Bigge is doing the crane and rigging work on the job.

Several large building jobs are under way at the University of California.

Lathrop Construction has started the new Library building; most of the excavating has been completed and they are now working on the foundations and footings.

Rothchild Raffin and Weirick has a large crew working on the new Fine Arts Building, most of the footings are in and they are now erecting the first walls.

Work in Eastern Contra Costa County at the present time is pretty well booming but still hasn't reached a peak for the season.

As of this writing, two major jobs that have been let but not started are a 4 million dollar Rapid Transit job, at Walnut Creek, awarded to Polich-Benedict and 3 million dollar job to Dan Caputo Co. for channel improvements on the Walnut Creek drainage. These two jobs should take quite a few engineers and bolster the work situation in this county.

A job that has put several of the good Brothers to work has finally started at Pittsburg. Morrison-Knudsen is the prime contractor here and they have approximately one million yards of excavation to handle. After this is completed American Bridge Co. will put in the new buildings that will eventually be a new steel mill for the U. S. Steel Corporation.

The Peter Kiewit Co. at Lafayette Ave. finally in full swing on their Rapid Transit job at Lafayette. This should be an excellent job for the rest of the season for both the dirt spreads and the structures.

Martin Bros. and Gallagher and Burke have several nice jobs scattered throughout the area and both of these companies should have a fine season.

The Bay Area Rapid Transit system today is a step closer to being a railroad with the award of the first major contract to lay track, and a note of confidence from five San Francisco banks willing to buy revenue bonds for the purchase of 250 train cars.

Workers today were easing the 26th section of the transbay rapid transit tube into place, ending the work on the project from the Oakland side of San Francisco Bay.

Work is now being shifted to the San Francisco side where the first sections will be placed on the floor of the Bay some time next month. The tube now stretches nearly 2 miles out into the Bay from Oakland. By 1970, it will be finished between Oakland and San Francisco. It will take 58 sections, each weighing about 11,000 tons, to form the tube. In addition to the 26 sections stretching out from the Oakland side, another six have been fabricated for the work from the San Francisco shoreline.

Alameda County Supervisors yesterday approved the \$1.4 million widening of Hesperian Blvd. between Ruth Court and the Castro Valley Freeway cutoff which will require the moving of 33 homes. The boulevard will be expanded to six lanes to provide easy access to the rapid transit district's Bayfair Station in San Leandro. The homes to be removed are on the east side of Hesperian Blvd.; those on the west side will not be affected. A 55 foot deep strip along Hesperian left over from the home acquisitions will be annexed to the City of San Leandro and developed for multiple dwellings.

Merritt College Access Road to the New Merritt College was awarded to Gallagher and Burke. The bid price was \$1,264,105. The job is now started at this writing.

Work in the Equipment Shops has picked up somewhat. With the work season getting under way, Contractors are getting their rigs ready to roll. With a very slow winter in all the shops, the Brothers and dealers are glad to see things starting to move.

The Scrap Iron Industry in the Oakland area is working but at a very slow pace. Rock, Sand, and Gravel Industry in Southern Alameda and Contra Costa Counties is in very good shape with all Brothers working and a very busy outlook for the future months.

Report Out \$1.6 Million For San Joaquin Projects

By CLAUDE ODOM, KENNETH GREEN and BILL RELERFORD

Construction projects costing about \$1.6 million for San Joaquin Valley and coast highways have been advertised by the State Department of Public Works in Sacramento.

A major project is the repair of damage done to Route 33 by heavy trucks hauling building materials from a plant near Coalinga to sections of the California Aqueduct under construction. Some 26 miles of the two-lane route will be repaired at an estimated cost of \$960,000.

Bids on a contract will be opened June 5 in Sacramento.

Another \$387,500 project to reconstruct and widen Sullivan Road between Route 33 and the Interstate 5 Freeway in Merced County will be awarded soon after the May 29 opening date for bids.

May 29 also is the bid opening date for a \$105,000 job to replace obsolete signs, lighting and guard rails on State Freeway 99 between the Madera County line and the Sacramento County line near Galt.

Safety roadside rest facilities will be built on State Route 101 north of San Miguel in Monterey County. This \$151,000 project also has a May 29 bid opening date.

Work is scheduled to start within a month on the widening of the last remaining stretch of two-lane roadway on Highway 152 between the 99 Freeway and the Santa Clara County line.

The State Division of Highways yesterday awarded a contract to Brewer-Wunschel-Small of Carmichael to widen the highway from two lanes to a four-lane expressway from about a mile east of the Dos Palos Y to a point half a mile west of the Madera County line, a distance of 7½ miles.

We have received a report the Fresno County road construction needs over the next 10 years will be \$194.6 million.

Business Agents wish to thank the members for their good attendance at our recent meetings.

We think the members should be aware that our Blood Bank is completely depleted. Anyone wishing to donate blood please notify office.

Building activity in Fresno for the month of March was up more than \$1 million over March, 1967.

The entire half block on the west side of Van Ness Avenue between the Mariposa Mall and Fresno St. will be developed at once instead of in two separate projects. The double development will be adjacent to a motel plan for construction next to the new Bank of America building now under construction at Van Ness and Tulare St.

Tri-Central Construction Co. of Fresno was low bidder on a Farm Machinery Exhibit Building on the Fresno Dist. Fairgrounds. The submitted bid for the building was \$11,490.

The Far Western Construction Co. has been awarded a contract for \$135,000 for construction of twenty additional guest rooms at the Del Webb. Project is due for completion by June 15.

The California Highway Commission has taken under consideration the adoption of a revised lo-

cation for the future Route 180 freeway in Fresno between North First St. and North Rowell Ave., a distance of 1.1 miles, and has been allocated \$61,000 for two traffic safety programs in this area. Plans of the Division of Highways call for the construction of an eight lane freeway and portions of the ramp connections with future Route 41 and 168 freeways at an estimated cost of \$10 million including right-of-ways. Start of construction will depend on the availability of future state highway funds. The State Highway Engineer stated there would be an overcrossing at Herndon and turnouts at Madison Avenue and also turnouts at Toll House with a total cost of about \$6 million, which is from a special fund the State Highway has budgeted to this project.

The City Planning Commission has endorsed a proposed 376 unit student oriented multifamily housing development west of the Fresno State College. Units in the housing project will range from studio apartments to two bedroom apartments. The project, which will also have swimming pools and recreation areas, is planned for about a 9 acre parcel on the west side of Cedar Avenue between East Barstow and Fresno State Center.

The State Division of Highways has opened bids for projects totaling more than \$140,000 in Tulare and Madera Counties.

In Tulare County, the project involves reconstructing and widening two miles of Road 68 about two miles south of Goshen. The job runs between Avenue 280 and Highway 198. The low bidder, at \$111,173, is L. Williams Construction Co. and Porterville Asphalt Co. of Porterville.

The Wells Construction Co. and the L. B. Wells Construction Co. were awarded a \$917,708 contract to rebuild Highway 63 from two to four lanes between Highway 137 and a mile south of Visalia. The Kaweah Construction Co. of Visalia was awarded a \$75,947 contract to build a bridge across St. Johns River at Avenue 328 northwest of Visalia.

Construction Starts on San Luis Drain.

Preparations for the first construction of the controversial San Luis Drain got under way south of Mendota Monday.

Clearing of the seven-mile route, which runs from 1.5 miles south of Highway 180, south of Mendota, to Adams Avenue southwest of Tranquillity.

Darkenwald Construction Co. has 300 calendar days to complete the \$246,000 project, which calls for excavation of the canal route and construction of a test section to determine the best method of placing the concrete lining over the clay soil of the area.

The canal section will be lined under a separate contract. It will be eight feet deep, have a bottom width of eight feet and will be designed to carry water about six feet deep.

The drain is scheduled to be operational to the Kesterson Reservoir east of Gustine by December 1969.

There are 8 engineers on the job.

The Fresno Paving Co. has a \$232,236 contract to reconstruct

four miles of Lassen Avenue between Jayne Avenue and the south city limits of Huron in Fresno County. Eight operators on job.

The pumping plant and the first 6.3 mile reach of the Pleasant Valley canal may cost \$811,000 less than anticipated.

The low bid on the pumping station, from C. R. Fedrick and M. M. Sundt, of Novato, came to \$5,231,253. That was \$345,617 less than the bureau of reclamation engineer's estimate.

The low bid on the canal itself, from Clyde W. Wood and Sons, of Burbank, was \$2,819,185.

That was \$464,968 under the engineer's estimate. No pre-jobs as yet.

Guy F. Atkinson's \$5 million Kaweah Delta Hospital is only 7.5 per cent completed, but already the unique structure's shape is evolving.

In the center of the construction project is a huge, tower-boom crane operated by Bill Walrath. From his control panel, he can reach into any part of the four story, 237-bed project with the 100-foot long boom that sits 80 feet above his head.

Work will be completed on the hospital in the middle of downtown Visalia sometime in the fall of 1969.

Hood Corp. at Three Rocks will kick off their job on the 15th of July. This should be a good job for the brothers as the job will be behind schedule due to lack of pipe.

Lentz Constr. Co. on their Westland Pipe Line Job is approximately 50% complete. The brothers have missed very little time due to weather.

R & D Watson are getting their Kings River Project started. They will run three 631 scrapers and two 657's on their dirt spread.

Dicco Corp. of Bakersfield was low bidder on the Parker Pass job out of Johnsondale. The contract went for \$180,000 and should get started very soon.

P. O. Box 31
Georgetown, California
March 26, 1968

Mr. Al Clem, Business Manager
Operating Engineers Local No. 3
474 Valencia Street
San Francisco, California 94103

Dear Mr. Clem:

I wrote you yesterday in reply to your letter of December 28, 1967, concerning my length of membership in Local Union No. 3.

After writing you and while going through another box of my mail which had accumulated while I was in Mexico, I found the scroll and 25 year membership pin which you had sent me.

I wish to thank all the Officers and Brothers for same. I shall cherish them, and the scroll of course I shall frame.

Thank you and all the fine Officers and Brothers who have made the retirement of us Oldsters possible.

With best wishes to our Union and all the Officers and Brothers.

I am sincerely yours,
/s/ Arthur L. Thomas

Tanaka Starts Volcano Highway Job

By HAROLD LEWIS, BERT NAKANO, WILFRED BROWN, KENNETH KAHOONEI, WALLACE LEAN and JOE REINERT

GET TO KNOW AND UNDERSTAND

Not knowing could mean a great deal of problems for you. Get to know and understand the Union Dues Structure, Fringe Benefits, Contracts, By-Laws, Constitution, Hiring Procedure and all other procedures of your Union. To obtain information and answers to your many questions, ask your business representatives, contact your union office, attend the general membership meetings, read your Engineers Newspaper, and GET TO KNOW THE FACTS!

VOTER REGISTRATION

If you have moved, changed your name or have never voted before, please register to vote. We have two voter registrars in the Union Office. Please contact them and register and vote. The many things we strive for can be obtained only if we have strong and effective support in our government. This strong support can be obtained only by your VOTE, so please register and vote!

DEMOLITION INDUSTRY

The contracts for the Demolition Industry have been consummated with Tajiri Lumber Co., Ltd., Demolition Engineers, Inc.; C. S. Onaga Trucking Service and Hirahara Tractor Service. There are approximately 75 Operating Engineers employed in the Demolition Industry.

SHOPS

The Shop Agreement with E. E. Black Co., Ltd., Steel Prefabricating and Tool Repair Shop has also been consummated. Negotiations for a new Shop Agreement with J. M. Tanaka Construction, Inc. is in progress and should be completed shortly.

HOOK INDUSTRY

Work is plentiful in the Hook Industry. Hawaiian Crane & Rigging Co., Ltd. and Hawaiian Reinforcing Steel have both been working on the Waialeale Bridge Project for the past five months. This project should be completed the latter part of this year.

United Crane Rentals has been busy installing rock crushing machinery at Kapaa Quarry and Associated Steel Workers, Ltd. is working on the Lunalele Freeway which starts from Waialeale Avenue to Lusitania Street.

HAWAII'S TALLEST BUILDING

The 33rd floor penthouse of Hawaii's tallest building was recently completed by Hawaiian Dredging & Construction Co., Ltd. This condominium apartment at 1350 Ala Moana Blvd. dominates our city's skyline. This \$10 million project will consist of 353 leasehold apartments; only a few remain unsold. Even the 13th Floor which is included in the construction of the condominium apartments, in spite of superstitions, have been sold.

The location of this new condominium apartment is unique since it fronts the very large and most picturesque Ala Moana beach park and as a convenience

to shoppers lies adjacent to the world's largest shopping center, the Ala Moana Shopping Center. It also commands a view of the ever awe inspiring Diamond Head, the scenic blue Pacific Ocean and the majestic Waianae Mountain Range of Oahu.

Brother members who are employed on this project are Tower Crane Operator Delbert Jackson, Elevator Operator Frank Bohol, Signalmen Norman Kumashiro and Frank Moniz, "Fighting" Frank Niihau and Al Burns who is presently in the hospital recovering from an industrial accident. Brother Frank Bohol operates the caged construction elevator an hour and a half each morning while it grinds up and down the face of the building to rush 250 construction workers to their jobs in the monstrous building. This project began in 1966 and will soon be completed by this fall.

ISLAND OF HAWAII

Construction of a new four mile Volcano Highway to replace a stretch of the narrow Belt Road in the Glenwood area has been started by J. M. Tanaka Construction Co., Ltd. who had submitted the low bid of \$1,795,000 for the project. The plan calls for a 24 feet wide pavement with 10 foot shoulders. Motorists will have a good road between Hilo and the Volcano when this section is completed. The narrow road with dirt shoulders has been the scene of many automobile accidents in the past.

Snow continues to fall at the peak of the 13,796 foot Mauna Kea Mountain and is preventing Stewart-Berg, Joint Venture, from getting ahead with the construction of the observatory for the University of Hawaii. The observatory and dome will house a telescope 88 inches wide and will be one of the fourth or fifth largest telescopes in the world. The construction of this observatory will add another 54 feet to the height of the mountain. The National Aeronautics and Space Administration will also use the observatory for planetary study.

Dawson Corporation is pioneering the lumber industry in Hawaii with Hawaiian grown trees. The mill is now on a ten hour schedule busily supplying Robusta Lumber for pallet making. Robusta logs are being trucked approximately 40 miles from the forest to the mill. The company is also planning to make Robusta floor lumbering for the construction industry. Donald Victorino is our steward at this plant.

On the west side of the Big Island of Hawaii, new construction activity has commenced. Munro-Burns and Jackson Brothers, Ltd. has started work on the second phase of the Kona Hilton Hotel. J. P. Finan began work on the Kealakehe School in Kailua, Kona and J. M. Tanaka Construction Co., Ltd. is moving ahead on the Honokahau Pipe Line.

WAIMANALO DEVELOPMENT

Sewage and effluent disposal problems, largely responsible for stalling the Waimanalo development have been solved. The State's \$8 million plan to transform 7,000 acre Waimanalo Valley into a major urban area appears to be moving again after a

long dormant period. The 1968-69 capital improvements budget calls for \$1.7 million to start preparing the pastureland for residential and apartment construction.

The six-year Waimanalo program is outlined to modern development of homes, apartments, resorts and commercial and farm sites. A long transmission main along the highway will be installed and a pumping station will be constructed soon. Drainage and flood control structures will be constructed within the next fiscal year and low lands will be filled with materials excavated from surrounding areas. The Department of Hawaiian Home Lands plans a new Waimanalo home development at a total cost of \$2 million. Its 1968-69 budget contains \$690,000 for utilities and interim construction for 450 lots.

HAWAII-KAI BRIDGE

J. M. Tanaka Construction, Inc. was offered the apparent low bid of \$730,000 to construct the Hawaii-Kai Marina Bridge and Channel. The bid is now being studied by Kaiser Hawaii-Kai Development Company, Inc. who will be paying the entire cost of the project under an agreement with the state.

The new bridge would provide a clearance of about 13½ feet above sea level to permit boats to move between Kuapa Ponds Marina and Maunaloa Bay. The present bridge offers practically no head room. The project provides for realigning and elevating about 1,800 feet of Kalaniana'ole Highway, as well as replacing the present Kuapa Pond Bridge with the new one. The sharp curve on which the present

bridge is located would be eliminated and the channel would be widened to about 200 feet at the bottom. The new bridge would be 52 feet wide, rail to rail, with four foot sidewalks, 10 foot shoulders and 12 foot lanes. The old bridge is about 30 feet wide with sidewalks only two feet wide.

HAWAII LOA COLLEGE

The proposed Mililani Town in Waipio would make an extremely well-suited site for the Protestant sponsored Hawaii Loa College. However, the Pali site on windward Oahu is still favored by the parties concerned. The development of Mililani Town and Hawaii Loa College would indeed represent a dream satellite city in rural Oahu; all the necessary site improvements such as water, sewers, storm drains, homes, apartments, a commercial site and other facilities. The estimated cost would be well over \$6 million over a period of two years.

Trustees of the college recently agreed to support the Pali site on land donated by the late Harold Castle, provided financial support is obtained from the city. This hilly site would force the college to pay high costs of improving the land with grading, flood control, water and sewer system. The estimated cost to develop the Pali site would run well over \$11 million.

NAVY AWARDS CONTRACTS

Hawaiian Dredging & Construction Co., Ltd. has been awarded a \$439,400 contract to improve runways at the Kaneohe Marine Corps Air Station and THOHT Construction has received a \$445,800 contract to

build a pump and valve shop at the Pearl Harbor Naval Shipyard.

Other contracts awarded by the Naval Facilities Engineering Command at Pearl Harbor were \$135,637 for security installations at Waialeale and \$109,586 for an aircraft maintenance shop at the Marine Base at Kaneohe, both to Podmore Construction Company.

WATER POLLUTION

The City received its first federal money today under what eventually will be a multi-million dollar pollution control program. The figure represents one-third the cost of water pollution control projects in Waialeale, Kaneohe, Kuliouou and Pearl Harbor East Loch. All of the projects involve sewage and sewage treatment.

Under the Department of Interior water pollution grant program, one-third of the cost of such projects are reimbursed to local governments upon completion of the projects. With the new set of water pollution control regulations approved by the department recently, the City will have to rely heavily on federal grants to complete sewage treatment and storm run-off problems in order to comply with the regulations.

At least \$1 million of the federal money will go to the \$3 million Waialeale project, which included a sewage treatment plant interceptor sewer and ocean outfall. Other projects receiving money are Pearl Harbor East Loch Interceptor sewer and Waimaloa pump station, \$286,000; additional work on the Kaneohe sewage treatment plant, \$224,000 and Kuliouou pump station, new force main and interceptor sewer, \$140,000.

Job Picture Brightens As Spring Comes To Marin

By WAYNE "LUCKY" SPRINKLE

MARIN COUNTY STARTING TO MOVE

With one freeway job at the Waldo Grade underway on Highway 101 (E. A. Forde is contractor) and another section to be let on May 15th, and other jobs in the area to be bid on, the local contractors are starting to get back their crews. Some of the brothers are being called back to work, and we are dispatching a few men.

PACIFIC EXCAVATORS—finishing up their dirt job on the Memorial Building for Wright & Oretsky, and making room for Duncanson and Harrelson to start driving their piles.

MAGGIORA & GHILOTTI—down at the present time on their Bret Harte sewer job, due to the lack of pipe—but should be underway within a few days. They also have a small job for the Marin Municipal Water District at Phoenix Dam.

BROWN-ELY—finishing their job at Tiburon—and at present working in Novato.

SOILAND CO.—working throughout the county on a small scale at present. They have a lot of work to do, but the jobs are

not ready to start. Marv Soiland is on our Apprenticeship Committee.

GHILOTTI BROS.—getting underway on a few jobs in the area. They have started a couple of small subdivisions in Tiburon and in the Novato area.

SYAR & HARMS—moving along on their job out at the Marin Golf & Country Club—they ran into some hard rock, and have 2 air tracks drilling.

The brothers in the Rock, Sand and Gravel plants have had it real tough this past winter, due to lack of jobs in the area, but the work is starting to pick up, and the brothers are being called back, and we hope that the quarries will stay busy.

We are dispatching a few Technical Engineers out to a few Civil Engineers in the area, as they are starting some new jobs. We hope they stay busy, and put a lot of wood in the ground for the rest of the year.

With a lot of plans being put out for bid, we are hopeful that all of the local contractors will get their share of the work.

Bulldozers have just about completed their work on the new Tomales High School site—Bragato Paving was the contractor for the site work. Groundbreaking

ceremonies were scheduled to be held on April 22nd. A \$995,400 contract for the building was awarded to Olsen and Baum Construction Co. of Santa Rosa. (See picture.)

Beck-Utah still going full blast on their project at Greenbrae—with a few brothers—The Tower Crane is visible for miles around the county—with Bro. Jim Fields at the controls.

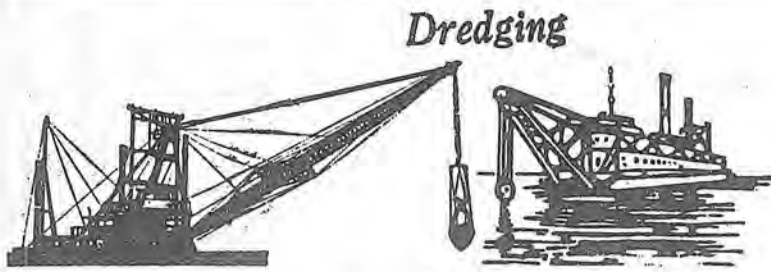
McGuire & Hester of Oakland was awarded a contract for sewer construction in City of Petaluma at a cost of \$773,517, and we are waiting to hold a pre-job conference with this company.

Rice-DeMartini-Smith Inc. of Novato has the resurfacing of roads and replacing of sewer and drainage lines in Samuel P. Taylor State Park.

Bids to be called for site development of the Marin Co. Civic Center Hall of Justice on April 15th.

EMPLOYMENT PROSPECTS

The employment prospects for 1968's record number of college graduates are exceedingly bright. A Labor Department study says the nation's 820,000 graduates may not fill all current openings offered.



By AL HANSEN

CORTE MADERA CREEK DREDGING PHASE DONE—The first phase of the Corte Madera Creek flood control project—dredging from the mouth of the channel to Bon Air Bridge—is nearly complete, and second phase work will begin in late May or June. The project is on schedule, and the Army Corps of Engineers will advertise for bids on the second phase on April 8th. Western Pacific Dredging Corp. of Portland, which did the initial dredging, is moving its equipment out because the second phase is an entirely new bid. The second phase calls for dredging the creek from Bon Air Bridge to College Avenue Bridge in Kentfield, and includes construction of a reinforced concrete channel along Tamalpais Creek, which cuts across College of Marin property to the east of the athletic complex and flows under the College Avenue-Kent Avenue intersection at the entrance to Kent Woodlands. That intersection will be torn up because a new and larger culvert must be built under the street. In two years of planning and channel work on the first phase, which is scheduled to end about June this year, the Ross Valley Flood Control Zone will have spent about \$80,000, of which at least \$60,000 will be reimbursed, said Frost. The state water resources board has spent about \$700,000 to buy property. The second phase is expected to be completed by fall of 1969. Overall cost of the flood control project, extending to Shady Lane in Ross, will be about \$3.5 million. The cost is being borne by federal and state governments, except for 1.5 per cent of the construction and engineering costs, which will be paid by the flood control zone.

The College of Marin will pay for the cost of covering Tamalpais Creek channel, estimated at \$88,000. The Kentfield School District has asked the Army Corps of Engineers to pave the service road along Adeline Kent School as part of the flood control project. The school has agreed to pay for this paving.

Olympian Dredging Company of San Francisco has made the apparent lowest bid to dredge about 30,000 cubic yards of bay mud near the Army Corps of Engineers terminal at Sausalito. Olympian Dredging bid \$24,742 for the job. It will be the first dredging in the Sausalito area in five years. It is expected to be completed in about 30 days. The Dredge "Holland" to start job this week—the balance of bucket dredges tied up at Rio Vista for repairs.

Western Pacific Dredging in Corte Madera Creek-flood control project had a mishap and cut out service in parts of Marin County for about 45 minutes—the dredge "Reidel" accidentally mangled a three-inch cable. Calls had to be re-routed over the three remaining cables. The cable mangled by the dredge cross the creek bottom in about 15 feet of water. Phone company crews dug the cable up on either side of the creek-spliced 900-feet of new cable into it and draped it along the freeway as a temporary measure. A few days later, a mud geyser caused by a ruptured dredging line being used by Western Pacific Dredging sprayed Highway 101 with muck, rock and debris near the Greenbrae overpass, causing at least five traffic accidents before the mess was cleaned up near midnight. We are sorry this had to happen, and wish them lot of good luck on their next job.

Bids are to be open on May 14th for channel improvements Unit No. 2, Corte Madera Creek, estimated cost: \$1,000,000 and \$5,000,000. Work consists of construction of approximately 4,000 ft. of trapezoidal sect. earth channel; 2,000 ft. of conc. rectang. sect. channel; and 1,300 ft. of conc. dbl. box culv. bridge rmvl. and const., and sanit. swr., incl. clear and grub, fencing and other rel. work.

Maintenance Dredging, Bodega Bay: Bids to be opened on May 4th—by U. S. Army Engineer District, Corps of Engrs. The work consists of dredging approximately 100,000 cubic yards instead of 70,000 cubic yards—this was extended by the Corps of Engineers—as they will be doing some work for the private owners in Bodega Bay. The dredging will be from the existing channel and turning basin and disposal of dredged material in the designated disposal area.

UNITED SAND & GRAVEL still going strong with their Dredge "Sandpiper"—all the crew working hard and going strong with their job in S.F. Bay for Trans-Bay Constructors.

TRANS BAY CONSTRUCTORS DREDGE "Thelma" still keeping busy in S.F. Bay on their trench for the Tube—still have a lot of clean-up work to do. The Dredge "Tuney" also keeping busy helping United Sand and Gravel "Sandpiper" to discharge sand for back-fill on the Tube.

HYDRAULIC DREDGING COMPANY—Dredge "Papoos" tied up at yard in Pittsburg. Dredges "D-R" Nos. 1 and 2 should be in the shipyard by now or real soon. Dredge "Rogue" should be out of the shipyard this week sometime with practically a new engine overhaul and a lot of other little incidentals that they wanted to do with her. From the shipyard, she is going to Belmont Slough to start her job for Redwood Shores. They have around 500,000 yards to dredge.

SHELLMAKER DREDGING COMPANY—Dredge "Vanguard" is tied up at Lauritzen's Yd. in Antioch at the present time—should be out this week to start their job for the Corps of Engineers—Suisun Basin.

Dredge "Gypsy" has started to work on their job out of Tracy. This is all that Shellmaker has at the present time.

WESTERN PACIFIC DREDGING is doing a little work for Schultz Development Company in Greenbrae—and are also going to move their Dredge "Reidel" up at Lauritzen's yard in Antioch to get it ready to go to sea for the tow to Portland, Oregon where they have three or four months work for this dredge. Dredge "Pohlemus" with a very good crew up at Stockton are moving a lot of muck on their Stockton Channel job.

see DREDGING page 14

\$1 Million Navy Line School Bid To McGranahan Co.

By BOB SKIDGEL, LYNN MOORE, HARLEY DAVIDSON and BOB LONG

R. J. Zipse Paving Company from Campbell were low bidders at \$350,000 for improvement of 41st Avenue.

K. J. McGranahan General Contractor from Santa Cruz were awarded the Navy Line School Job. This project went for \$1,000,000 and is located in Monterey.

Granite Construction Company were low on 6,400 feet of water pipeline and Wharf Hydraulic Assemblers at Point Lobos State Reserve three miles south of Carmel. The low bid on this job was \$26,381.

Frank Donovan Company were awarded the Seal Coat Job near Soledad. This project went for \$28,751.

Granite Construction Company have started the North Main Street Job in Salinas and have a few members busy.

T. A. Fellion has started the Sequel water improvement project at \$30,663.

Granite Construction Company of Monterey have begun the \$200,246 Seaside Assessment District project.

Most of the Rock, Sand & Gravel Plants are on a two-shift basis at this writing.

Carl N. Swenson has several jobs underway in this area.

Williams & Burrows have started their County Medical Center Building with Jack Farnham doing the demolition and the dirt work. They are also making good progress on their job at San Jose State College.

Pankow Construction are on the finishing touches of their job at San Jose College Student Resident Building.

All the grading and paving companies are getting work started. A. J. Raisch have several crews busy. The paving crews are doing most of the resurfacing on City of San Jose streets.

Heatco of Los Angeles is doing work on Leo Piazza sub jobs and resurfacing some of the streets in the Willow Glen Area.

John Sweeney & Sons are presently working on a job in Los Gatos and another at the IBM Plant.

Hillsdale Rock are busy at both of their plants, Hillsdale & Medcalf Road. They have also taken over the Hot Plant in San Carlos.

Harms Brothers have started on their job on Highway 152-156 East of Gilroy.

Thomas Construction are making good progress on their job at Chittington Jct.

Dillingham Corporation were awarded a contract in excess of 5 million dollars, for the construction of an eight story building covering one block on Forrest and Ramona Avenue in Palo Alto. Completion is expected about January, 1970. Harold Matzoll is the project manager and Brother Bill Mullins is doing the Engineering and the layout work on the job. They are going to use a Linden Crane and a 25 ton Truck Crane to set the pre-cast fins on the building with the aluminum and glass spandrel walls. The job was started with H. F. Lauritzen, Inc. driving the pile with M & M

Drilling drilling the holes for the pile. The pile is set in at a depth of 45 feet. The holes were drilled to 35 feet and the pile was driven for the remaining 10 feet. Then the excavation was started by William P. Rus using a 966 and a 977 loader loading trucks and a D8 with a ripper ripping the ground. The excavation is 30 feet deep. There was approximately 200,000 yards of material removed. This area is to provide a 300,000 sq. ft. underground parking area. M & M Drilling are drilling the holes for the tie back system on the foundation. The tie back system is a tension stressing rod with a concrete anchor. The concrete used on the job will come from Pacific Ready Mix in Mountain View, and approximately 20,000 yards of concrete will be used. Hillsdale Rock from San Jose will provide the rock and gravel for this job. Gilmore Steel is going to be handling the steel for the building.

Granite Construction Company were low bidders on the Pinto Lake job of \$173,000, which will be a big improvement for the Santa Cruz, Monterey and San Benito Counties. This lake is one of the most popular among boating people, which consist mostly of the Operating Engineers.

McGuire and Hester were awarded the contract for the rifle ranges at Fort Ord. This will keep several members busy for quite awhile.

Granite Construction Company picked up a small job in Salinas for \$71,239 for widening and reconstruction of North Main Street in Salinas.

Bids will be open for maintenance dredging in Santa Cruz Harbor around March 27th. This maintenance will be from \$25,000 to \$100,000.

Granite Construction Company was awarded a contract for \$78,894 for grading and surfacing and also for installing signals on Canyon Del Rey in Del Monte at Monterey.

A. J. Raisch are busy setting up their new rock plant at Gay Pit. They are also doing remodeling at Guadalupe Pit.

Leo Piazza are busy overhauling their equipment and keeping all the mechanics busy.

Hillsdale Rock Plants are all very busy. They have two crushers going on Hillsdale Plant and one crew at Medcalf Road.

Kaiser Sand & Gravel are going strong at Coyote. They are doing repair work on their plant at Donner Avenue.

McDonna-Harms are getting ready to start their hot plant at Tres Pinos.

Hollister Sand & Gravel have started two shifts at their Hollister Plant.

E. Pestana are making good progress on their job on Senter Road. They have eight engineers working on this job.

Ebert-Sparton have two jobs going in Gilroy. They also have a good job going in Los Gatos.

A. Izzi Pipelines are working five engineers on their Snell Road subdivision.

William Caprista have several jobs going at this time.

Sanco Pipelines are doing the underground work on Mary Avenue and Stevens Creek Road.

Jack Farham is doing the dem-

olition work and clearing on the Williams & Burrows 4.3 million dollar job at Valley Medical Center. This building is a 4 story building. There will be several good subs on this job.

Carl N. Swenson are very busy on their jobs downtown, San Jose Library, County Jail, and the San Jose Hospital addition.

Cahill Construction are about to wind up their job on the new Telephone Building.

The Redevelopment Agency of San Jose are progressing at the San Antonio Plaza project. We hope this gets a number of brothers to work.

The first unit at the Atkinson-McKay Villages are about to finish. They will get started on Unit 2 by the 15th of April, so that will get the underground and dirt spreads some work.

The Concrete Plants have been busy the last week. They have been getting caught up on some of their pours they couldn't do during the rain.

The Almaden Fashion Plaza shopping center is now approximately 75 per cent complete. The job covers 34½ acres and the cost is in excess of 10 million dollars. There is 142,000 square feet of floor space in the tenant building and the mall. The perimeter is 110,000 square feet and the new Emporium is 90,000 square feet for a surface. Dinwiddie Construction is the prime contractor. Leo Piazza Paving did all of the rough grading and landscaping with a 2½ foot import fill; this was accomplished with 2 scrapers, 1 dozer, 1 blade and 2 grade checkers. Ruth Going and Beck did all of the survey and layout. Dinwiddie dug the foundations and all of the footing with Brother Ed Wood on the backhoe. Bilardi Construction dug and laid all of the storm drains. E. T. Haas brought in the water service. The rock fill for the parking lot came by rail from The Granite Rock Quarry at Aromas. Belt Crete supplied the belts for the pour for the first floor of the Emporium, with Century Concrete supplying the concrete. They were able to pour 1200 square feet a day every other day until the first floor was complete. All floors and walls above the ground floor were made by Dinwiddie's own crane with Brothers Joel Peterson the operator and Charles Gordon the oiler. Sho Araki helped Rosindin Electric with the electrical underground and underground through various other phases of the project. San Jose Crane & Rigging set all of the structural steel on the penthouse of the Emporium.

MANPOWER TRAINING

Some 900,000 Negroes have enrolled in various U. S. Labor Department sponsored manpower training and work experience programs since the initiation of these programs in 1962. Currently more than 117,000 Negroes are enrolled.

JOB ASSAULT

President Johnson has reiterated his urgent call to Congress for a massive \$2.1 billion effort for manpower training. The program is designed "to help Americans who want to work get a job."

Freeways Are Gateways To Backyards

By WAYNE
"LUCKY" SPRINKLE

On March 4th, a meeting was held at the Tiburon Lodge located in Tiburon regarding highways in Marin County. Present at this meeting were the Board of Supervisors of Marin County, members of the California Highway Commission, Alan Hart, Deputy Dist. Engr. (Dist. No. 4, S.F.); members of the local and state chambers of commerce, Don Frost, Department of Public Works (County of Marin), and all department and city officials of all the cities of Marin County.

The main topic was the priority list for construction of Highway 101 in Marin. Everyone at this meeting was in favor of putting the San Rafael Viaduct into a No. 1 priority, and the Novato Bypass to No. 2 priority, instead of the other way around. So, this means now that the San Rafael Viaduct will be advertised this year instead of in 1969 or in 1970. We understood from Alan Hart that they could go ahead on this job this year, as this would eliminate this bottleneck.

The meeting was very interesting, and now we have a better understanding of our freeway system in the State of California.

Following is a summary of this meeting on freeways:

THE FREEWAY:

HOW MUCH DO YOU VALUE OUR CALIFORNIA WAY OF LIFE?

Most Californians happily dedicate a major portion of their working day to paying the mortgage, so their children can have the run of a backyard. All of us recognize that it is the freeway which places millions of backyards within 30 minutes of a downtown office. The freeway traveler bypasses "stop and go" problems of the surface streets, leaving those streets to the driver who must use them. And, because of freeways, a housewife's round trip to a variety of shopping centers may take no more than 20 minutes. Indeed, freeways are so important to the California way of life, they could be the state trademark.

Sometimes we forget another very special thing about the modern highways here—they are toll-free. Many states, particularly in the East and Midwest, charge fees to drive on their limited access highways. In California, we have paid for our roads through gasoline taxes. What's more, we have kept up to date. There is no indebtedness hanging over our completed freeways.

At the same time, freeways, like most things, have some drawbacks. Rush hour tieups are a problem, to be sure. Such tieups may never be completely eliminated, but it is good to know that congestion is decreasing as the freeway network grows.

Of course, the faster we build freeways, the quicker we will experience a full measure of benefits. Our State Legislature has planned a 12,500 mile system by 1980. Today that network is only about one-third complete. Over the years to come, we may want to step up the pace of construction.

By 1980, at least six million more people are expected to join the 20 million already living in California, and if the freeway and expressway program proceeds as



BROTHER "GOOD GUY" is the title bestowed on Operating Engineer Clyde Plymell. The local No. 3 member recently donated his time and the use of the equipment shown above to prepare three

new diamonds for the East Vallejo Little League. The three new playing fields will serve the majors, minors and farm circuits this season.

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it should, newcomers can expect to find more than enough modern highways to get around on.

By average, a good many of the people who come to California to work during the next few years will be persons whose livelihood depends directly on cars and highways. Even when there are aerospace engineers, the efficiency of freeways will be vital to their earning power. Any economy is dependent in every area on its transportation system.

And yet, when we stop to count our pleasures, what is important to many of us is the opportunity for casual recreation that freeways afford us. Californians invariably use a freeway to take them where the "action is." And getting there, or coming home, often becomes a valued part of the outing. Most people feel as safe as they feel free when whipping along through scenic country on a gently swooping freeway. And their feeling is correct. The record shows that on cross-country freeways, there are fewer accidents per mile traveled than on other rural highways. Driving is safest of all, though, on a big city freeway.

Freeways assure good jobs for more Californians in years to come. A growing economy will produce more jobs, of course. But a growing economy requires improved highways. Freeways add to an area's potential for businesses to move to a new location. Highway access determines their choice of sites about two-thirds of the time. When manufacturers move, highway location is most important about one-third of the time, according to studies by Real Estate Research Corporation.

The density of motor vehicles registered in San Francisco is the highest in the nation—7,500 per square mile. In the entire Bay Area, with its waterways and bridges, motor vehicle registrations have grown by almost one million over the last three years to total more than 2.5 million. Even with this much booming, particularly in Santa Clara County, an expanding system of freeways has increased the mobility of residents.

A travel time study in 1966, when contrasted with statistics compiled after the opening of the Golden Gate and San Francisco-Oakland Bridges in 1937, shows

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that the distance a driver can cover in 30 minutes has lengthened fivefold along some freeway routes. It has doubled or tripled along others.

Addition information about California Freeway System can be obtained by writing:

Freeway Support Committee
California State Chamber
of Commerce
1000 Wilshire Boulevard
Los Angeles, California 90017

Rundown on the work picture in North Bay Area:

E. A. FORDE was low bidder (\$261,000) on Hwy. 101—widen to 4 lanes—from Spencer Ave. to Golden Gate Bridge.

M.G.M. CONSTRUCTION job at Greenbrae, starting to move along smoothly now, after some problems of putting their pumping stations in. This underground job is in mud and the depth of the trench is about 18 feet.

GHILLOTTI BROS. should have the "go ahead" on their subdivision in Tiburon by the time this goes to press. They don't have all of their operators back to work as yet, due to lack of work and weather. But knowing Chilotti Bros., they will get a lot of work and will have all of the brothers back to work soon.

MAGGIORA-GHILLOTTI have started on their Bret Harte job—working on the sewer line first—then will come back to the storm drain. This job is in the mud and are shoring every foot of the 14 foot deep trench.

SYAR & HARMS, getting off to a slow start at Marin Golf & Country Club due to the weather, and are running into some hard rock, but they will get the job done, as they have good equipment and a good crew of operators to go with it!

SOILAND COMPANY, working on a few small jobs at the present time in the area but will have bigger jobs to do once the dirt has been moved on some of the larger jobs. Soiland Company, like all of the other local contractors, don't have enough work on their books for the year, but they are bidding on jobs in the area, as well as out of the area.

As the picture looks from here, we will have more work than we did in 1967. Let's hope so!

Our office will be open on Mondays until 7 p.m. instead of Thursday nights. Please note our change effective March 18th.

AFL-CIO URGES CONGRESS OK ON PROMOTION FUNDS

WASHINGTON — A measure that would permit joint labor and management sponsorship of industrial promotions has received the support of the AFL-CIO. Andrew J. Biemiller, director of the federation's Department of Legislation, expressed the AFL-CIO's support of a bill to amend Section 302(c) of the Labor Management Relations Act in a letter to Rep. Frank Thompson (D-N.J.), chairman of the Special House Labor subcommittee.

"Section 302 now prohibits all payments by employers to union representatives except payments to certain specified exempted employer-supported funds such as health and welfare funds," Biemiller explained. The proposed amendment would specifically permit jointly administered trade and industry product promotion programs.

"These programs should not be prohibited by law because they have the desirable effect and purpose of expanding business opportunities and employment in the industries where they have been developed," Biemiller said. "The bill would permit, but would not require, collective bargaining on the establishment of such programs or funds." Enactment of the amendment, he said, "would be an act of simple justice."

LIST VETERAN BENEFITS IN NEW BOOKLET

WASHINGTON — The Veterans Administration has released its 1968 edition of "Federal Benefits for Veterans and Dependents," an annual publication that reviews benefits available to veterans of military service.

The 1968 booklet includes details of the Veterans' Pension & Readjustment Assistance Act of 1967, which gives Viet Nam veterans the same benefits available to other wartime veterans and expands all veterans benefits.

Single copies may be obtained for 20 cents each from Superintendent of Documents, U. S. Government Printing Office, Washington, D.C. 20402. Discount rates are available, upon request, for quantity purchases.

New South Chow!

Southern cooking, family style, is offered in 649 recipes supplied by women of the labor movement in the South.

Proceeds of the sales of *Our Favorite Recipes* will go toward construction of a headquarters in Raleigh for the North Carolina State AFL-CIO. An effort is being made to sell 100,000 copies within the state, and it is hoped that many thousands more can be sold across the nation.

Contents include 48 ways to use ground beef as a main dish; breads, including hush-puppies; Southern seafood gumbos; casseroles; curries; stuffed fish and "angels (oysters) on horseback"; corn fritters; candies; cakes; pecan pies; pralines; puddings; salads; beverages; relishes and more.

There are a "never fail" pie crust, an "impossible" pie, cherry torte, lemon chooz, karadopeta, finikia, leff kuchen, scotchies, mom's chewy cake, Swedish booze cake, porcupine balls, yam chops, shrimp wiggle, hopping john, a hearty soup, \$300 fudge, 24-hour pickles, chow chow . . . wow!

Some of the recipes are derived from generations back when impoverished Southerners struggled grimly for survival on such edibles as were at hand. Homemakers in the "New South" serve beef instead of raccoon, pork and shrimp and oysters and lamb instead of 'possum, fatback, mudcat and sowbelly. But the ingenious cooking secrets that made those crude poverty victuals tasty and made Southern cooking famous have been handed down, and they're in *Our Favorite Recipes* . . . \$2.25, plus 25 cents for postage and handling. Quantity discounts available.

North Carolina State AFL-CIO, P. O. Box 10805, Raleigh, North Carolina 27605.

\$500 Million Project

The Princeton-by-the-Sea development on the San Mateo County coast is expected to start late this summer with the construction of a 220-home unit. The county planning commission will go over a preliminary map sometime in May.

Mad River Bridge Spread Getting Ready To Start

By RAY COOPER

This is the time of the year when we have what you might call "false spring." We have a few weeks of beautiful sunny weather and everybody is asking "when the heck are we going to work?" We ask the contractor the same question, "Look at the good weather going to waste; when the hell are you going to get this equipment moving?"

I'm sure that we are all aware of the answer. We get a usual average rainfall each year and at the present time we are behind normal, so it is usually May before any activity commences.

Eugene Luhr & Company expected to start in May on the continuation of their Orick Levee job. Granite Construction Company hope to get their Klamath job going within a month. Hughes & Ladd may take advantage of the present good weather and start back on their Forest Service Big Flat job in Del Norte County and also their Benbow job near Garberville.

Hughes & Ladd have been awarded the Mad River bridge job and equipment is on the job site ready to roll. This \$819,874 project consists of 1.3 miles of grading a 2 lane Hiway and approaches, and a bridge over the North Fork of the Mad River 7 miles east of Blue Lake on Hiway 299; Dick Stimple will be the super and says he will be using TS 14 and 631 scrapers and Cat & Cans.

Mercer Fraser Company has a crusher crew working at their Essex plant making the filter material for Hughes & Ladd on their project.

Todd Construction Company of Santa Rosa was low bidder with \$533,500 for constructing a new Gymnasium and Library at the St. Bernard's High School. Excavation work will begin immediately.

Bids will be opened next week for the removal of the remaining portions of Yeager Creek bridge at Carlotta on State Route 36. Because the new bridge will be constructed in the same location as the old one, only 30 working days will be allowed for completion; then a contract will be let for building the new bridge.

Bids are now being advertised for the 6 miles of 4-lane divided freeway from Trinidad to Patrick's Point on Highway 101, and will be opened on May 8. The 4-lane expressway north of Gasquet in Del Norte County will also be let in May. These are the two largest jobs to be awarded in this district for this year.

HIGHWAY PRIORITIES REVIEWED

Humboldt County—Major improvements to Highways 299 and 36, along with the Humboldt Bay bridge has been recommended by the State Chamber of Commerce to be presented to the California Highway Commission.

Here are the priority recommendations for 1969-70:

Group A—projects for construction or rights of way allocations to permit prompt construction: 1. Full freeway four miles from Crescent City on 101 Highway to junction with Highway 199. 2. Full freeway three miles from junction 101 along 199 to Northbank Road, including new Smith River Bridge.

3. Three miles along Route 197 from the Hiouchi Bridge, realignment and improvement. 4. Full freeway Highway 101, Wilson Creek to south of Trees of Mystery, 2½ miles.

FULL FREEWAY

Group B—projects for surveys, designs, and commencement for rights-of-way acquisition:

1. Full freeway Highway 199 three miles from Route 197 to proposed interchange near Myrtle Creek.

2. Complete design five miles U.S. Highway 199, Myrtle Creek to near Gasquet.

3. Complete design Route 199 from new Patrick's Creek bridge to north of Bridge 166 (Trout Haven) 2½ miles. And (4) noted as "not in the program," complete to state highway 12 miles up the Klamath River from Klamath Glen to Johnson.

Group C—projects for long-term planning: 1. Route 199, Gasquet to Collier Tunnel, 23 miles, complete portions of route not already realigned as funds are available.

HUMBOLDT'S HIGHWAY PRIORITIES

A—Projects for construction or right-of-way allocations to permit prompt construction that are not already budgeted:

1—Route 299 from Blue Lake to Lord Ellis Summit, 12.1 miles, easterly extension as a two-lane expressway of the Blue Lake freeway.

2—Route 36 from Bridgeville to Trinity County Line, 23.1 miles, widen and improve curves.

3—Route 255 from Eureka to Samoa, 2.0 miles, new crossing of Humboldt Bay between Route 101 and the Samoa Peninsula.

4—Route 299 from Circle Point, 2.2 miles east of Redwood Creek, to Berry Summit, 4.7 miles, 2-lane expressway and completion of Route 299 improvements.

B—Projects for surveys, design and commencement of right-of-way acquisition:

1—Route 101 from Mendocino County Line to 1.0 mile south of Benbow, 6.0 miles, relocate and construct to full freeway standards.

1A—Route 101 from Seventh Street interchange in Arcata to Arcata overhead, 1.8 miles convert to full freeway standards.

2—Route 101 from Jordan Creek to north of the Paul Mudgett Bridge (Robinson Ferry), 8.7 miles, extend Redwood Highway northerly through Rio Dell.

3—Route 96 from Orleans to Somes Bar, 7.0 miles, widen and realign route.

C—Projects for long-term planning:

1—Route 101 from Elk River to north city limits of Eureka, 6.5 miles, Eureka freeway.

2—Route 96 from Willow Creek to Weitchpec, 23.0 miles, widen and realign.

3—Route 101 from north city limits of Eureka to Seventh Street interchange in Arcata, 5.0 miles, convert expressway to full freeway standards.

4—Route 101 from Mudgett Bridge to Kenmar Road, 5.6 miles, convert expressway to freeway.

5—Route 101 from Big Lagoon to Freshwater Lagoon, 10.0 miles, convert to freeway standards.

Gold Card Marks 35-Year Service

Intl. Vice President and Business Manager Al Clem announced this week that Operating Engineers Local Union No. 3 had presented G. A. Matzek of 380 Perry Street, San Jose, with a gold card signifying 35 years of membership in the local union. Mr. Matzek was initiated into Local 45 in 1932. This local later became a part of Operating Engineers. The Gold Card gives Mr. Matzek full rights and privileges in the union without further financial obligation.

Why Borrow Elsewhere?

Something happened today and now you need to borrow money. You already have a loan at the credit union. Yesterday's mail brought an ad from a "friendly" finance company that offered to solve your money problems.

DON'T head for the loan company! See the credit union right away. The credit union is YOURS . . . owned and operated by you and your fellow members. We're here to serve members, not make a fat profit off of the needs of others.

The fact that you may already have a credit union loan shouldn't keep you from applying for another. Having all your borrowing at your own organization can save you money. You save on total monthly payments and on interest charges.

Any way you look at it, the credit union deal is the best deal.

UC Study Sees Million Acres Due Construction

BERKELEY—University of California's Center for Real Estate and Urban Economics has reported that more than a million acres will be converted from farming and vacant-unused land into housing and business use within the 13-county San Francisco Bay area in the next 50 years.

The UC study is a part of the San Francisco-Delta Water Quality Control Program's planning for regional protection of high quality water and arrived at its conclusions from use of a computerized simulation model that has been three years in the making.

Sacramento County alone, the UC report said, is expected to lose almost 200,000 acres of vacant or agricultural land to housing and commercial development before 2020. Santa Clara County's rapid consumption of land, already in progress, will continued with another 150,000 acres, the UC report predicts.

Counties where conversion to non-agricultural land use will exceed 2,000 acres per year include Alameda, Contra Costa, San Joaquin, Sonoma and Solano. In Sonoma, the 3,400 acres now devoted to residential uses will increase to about 70,000 acres during the next 50 years. Solano's figures will change from about 6,600 now to more than 70,000 acres for housing and San Joaquin's will go from 18,000 acres to about 83,000 in that time.

Changes in population and in residential land use are reflected in the number and types of housing foreseen. Multiple family dwellings are likely to increase almost five times in the next 50 years and single family houses will increase two and one-half times.

In San Francisco, single family homes will decrease by almost 10,000 while total housing units

increase by more than 100,000. This high density will reflect the scarcity of room for expansion and the continuing desire of people to live beside the Golden Gate.

The northern tier of counties—Solano, Sonoma and Marin—will undergo relatively more growth than the southern Bay area counties. An example of the dramatic change expected is Sonoma's increase in single family units by the year 2020 to a total exceeding San Mateo's, which now has some 70,000 more than Sonoma.

Napa and Santa Cruz Counties are expected to experience a comparatively modest growth in population and housing development during the 50-year period covered by the Bay-Delta Program report.

Raymond Walsh, Program Director, said that copies of the detailed UC report have been sent to planning directors in the 13 counties (San Francisco, Marin, Sonoma, Napa, Solano, Yolo, Sacramento, San Joaquin, Contra Costa, Alameda, San Mateo, Santa Clara and Santa Cruz) and to planning directors in a dozen major cities. None, however, are available for general distribution.

Tracy Bypass Bid Is Out

By WALTER TALBOT, AL McNAMARA and JIM GENTRY

The placement of engineers on the various projects throughout the district should get under way in earnest with a weather break.

Although some engineers are employed through the winter months, the bulk of the membership in the construction industry more generally are not recalled or sent to new jobs prior to April of each year. Fortunately, this district does have projects that have been let and will have started this month.

Polich - Benedict - Hess - Price, successful bidder on new Interstate 5 in Stockton, has commenced operations on this four and six lane highway project. Tom Hess, Inc., will barge the fill material in from a spoil area down river from Rio Vista to the job, which borders the San Joaquin River in Stockton. The two barges with a load capacity of approximately eight thousand tons will make a complete cycle every eighteen hours. With in excess of three million tons to be barged, the company expects to be busy hauling material for eleven months.

Gordon H. Ball, Inc., of Danville, low bidder on the Tracy Bypass, which entails fourteen miles of new four lane freeway and seventeen bridges, has also broken ground. The company was granted a permit by San Joaquin County to obtain fill material from a borrow area they plan to develop upstream from the Mossdale Bridge. The borrow pit is now a sand bar in the river bottom land near Wetherbee Lake.

The contract calls for the placement of over eight million tons of imported borrow.

Langworthy Paving Co. of Fresno was low bidder at \$414,630 for additions to the oxidation ponds west of Stockton. This contract will provide an additional 180 acres of ponding area on Roberts Island.

H. Earl Parker submitted the low bid to the U.S. Army Corps of Engineers for channel clearing, irrigation and drainage structures on Mormon Slough and Calaveras River upstream to Bellota, all in San Joaquin County. This adjoins the contract that R. P. Burruss Co. has about completed. The Parker bid was \$358,976 to complete the job.

Terry Construction of Stateline, Nevada, is busy on their storm drainage project on Garfield Street in Lodi.

Guy F. Atkinson Co., constructors of the New Don Pedro Dam, holed through on the diversion tunnel in March. This should cause an increase in the placement of engineers in the near future, whenever the embankment material is placed for the new dam.

Projects in progress in Modesto at this time are the Del Monte Plant construction by Robert G. Fisher with General Crane Service of Fresno erecting the tilt-up slabs, Valley Engineering Co. on the Modesto sewer job and Standard Materials, George Reed and M. J. Ruddy & Son on small contracts in and around town.

Arthur G. McKee Co. has kept approximately fifteen engineers busy most of the winter on the construction of the new Swift &

Co. meat packing plant near Stockton. D. W. Nicholson, Certified Sewer Service, and San Jose Steel also had operators working on this project.

The mountain work continues to be slow with very little work anticipated on public works projects in the mountain counties for 1968. However, the private home developers keep several grading and paving contractors busy on access roads and related work on these housing projects. Claude Wood Co., Frank Fuller, C. L. McLaughlin Co., George Reed, and Horace Cooper have engineers working for them on such projects.

Granite Construction Co., low bidder on a half million dollar job on Highway 16 in Amador County, has not started as yet, but should be under way sometime this month.

Burchett & Good on Highway 88 at Red Lake Grade have approximately three months work left to be done to complete their contract.

Cooley Bros. have been working between rainstorms on their Forest Service road job near Tuolumne City. However, it appears that the bad weather is now behind us, and it should now be full throttle.

Sonora Marble Aggregates Co. at Shaws Flat all but shut down their operations completely after many years of operation. Three engineers were all that remained after the cease operations order became effective. However, a few more engineers have been rehired, and we hope the company works out their internal problems.

Brooktrails Project Holds Work Promise

By RUSS SWANSON and BOB WAGNON

At the last writing of our paper, we said the sun was shining, and we were in hopes of an early spring, but in the past month we have had several inches of rain-fall, so evidently spring is still not here. About the only thing we can say for this is it makes the grass green and it helps the farmers, but it certainly doesn't help our "out of work" list.

Our overall outlook for District 10 is very favorable for the year of 1968. Around Sonoma County there is considerable work left over from last year to be completed, plus the new work, that should take care of our brothers here.

New work to be let in the area within the very near future will be the Highway 12 extension to the freeway, and also the Bennett Valley Road.

Bragato Paving has not been able to do much on their river road job this winter, except get it ready for grading and paving. However, they did accomplish the clearing this winter, which was done by Wagner, Borbe and Adams. This should be a good job for quite a few of our men as soon as the weather permits. Also, between rainstorms, Bragato has been working on the freeway through Santa Rosa, plus the Farmer's Lane extension.

When these jobs are finished, it will help relieve the traffic congestion considerably. Argonaut Construction Co. has quite a lot of work left on their underground construction project out in the northwest section of Santa Rosa. This is another job that will go back to work as soon as weather permits.

Up in the north end of the district—namely, Mendocino County—we have the Brooktrails Development project, for which they finally got around to awarding the bids on. After the awarding, the contractors weren't too slow in getting started. The Ebert-Spartan Co. from San Jose, the general contractors, took the job for \$2,800,000 plus. This consists of all phases of the work to be done, which are: sewer lines, road work, water line and bridges. However,

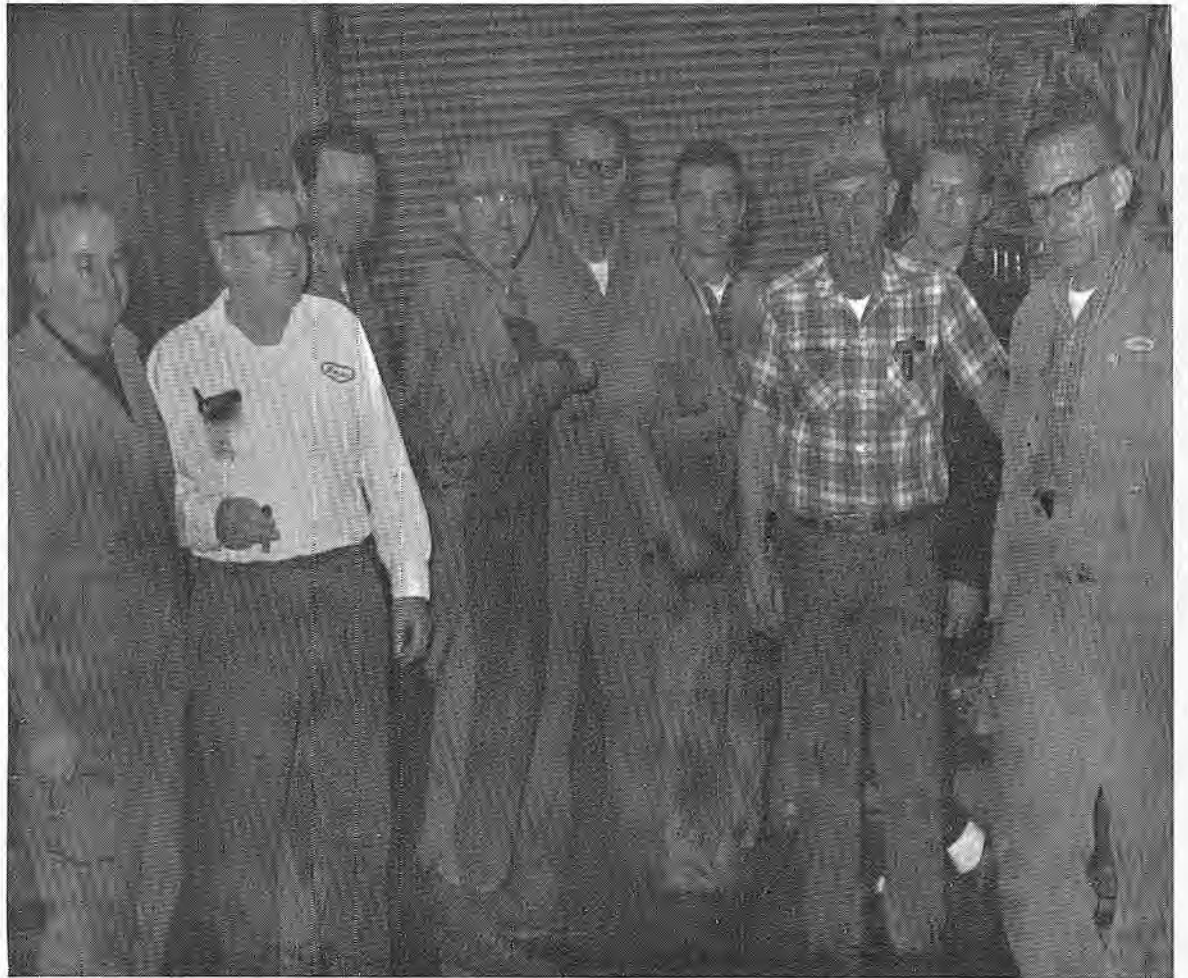
Ebert-Spartan is primarily doing the underground work and subbing the rest of the work to different contractors. Subcontractors are Thomas Construction Co., who will be doing the road work; H. Earl Parker and Joe LaMalfa combined, who will be doing the grading and paving, and Mountain States, who will be doing the structure work. Also on the same project there was another bid for the water treatment plant, which has already been let to the Frank Beach. So, all in all this should be a real good project for the next year and a half for all the good brothers up in area 2.

This is going to be a beautiful retirement community, or just a lovely place to live in the Willits area. It is approximately three miles from downtown Willits. After talking to the developers it seems they are going to attempt to have this go on and on from one bid to the next for approximately five years running. As we are discussing the Willits area, the Highway 101 realignment job below town is to be let in May. This job is about a three mile stretch of realignment, which will bypass the now existing underpass, which has been the scene of many an accident.

The job was to have been let before this but due to a delay in acquiring right-of-way access, the bidding was postponed.

Traveling on up further on Highway 101 to the Cummings area, Morrison-Knudsen Co. is just waiting for the good weather to get here to enable them to finish the existing work. But due to the size of the project, it will take the rest of the working year to complete it.

On the Guy F. Atkinson freeway job, just above this at Cummings there is a three year project with the peak year being in 1968. The job employed a good number of engineers last year, and we know they are anxious to see the good weather come so they can start up and get the pay checks started to rolling again. Still further up Highway 101 there was a slip-out due to slide conditions and Granite Construction Co. is removing the slide and getting Highway 101 back in con-



PICTURE PAUSE at Berglund Tractor Company in Willits is made by (l. to r.) Operating Engineers Local Union No. 3's Brothers Werner Carey, "Moose" Karjali, Ray Cramer, Shop Foreman; Mac Ingraham, Lloyd Hinton, Jim Ronsee, Clyde Bean, "Butch" Norton and Shop Steward Larry Hunter.



dition for travel. Mr. Tap Fausey is the general superintendent on this job, of which Turley & Son are the capable crew on the clam shell. Owner-operator brother Rowland is on the backhoe.

Over in Lake-County, which has been low on work for the past several seasons, the prospects are a little brighter. We have the Newport Keys project to look forward to this year which will be over by Clearlake Highlands. This will be approximately a two and one half million dollar real estate development project which will have keys built out into Clear Lake plus the regular land development, consisting of streets, underground and lot leveling. We know this job has been in the cooker for some time but from what we find out from the devel-



opers, they are expecting to start this job this summer.

Across the lake at the Riviera Development, which is already in progress with the golf course and streets in, there is going to be two new units developed on this project this year which will amount to around 1/2 million dollars. Lange Brothers at the time are developing one new unit. They are in hopes that the other two units will be ready to go when they finish this one. So all in all, for Sonoma, Lake and Mendocino Counties, the work picture is a little brighter this year. Napa County is the only one of the counties in District 10 which doesn't have an especially good outlook for the future. We are hoping this will change and that Napa County will get some work also.

Our plants and shops have been fairly busy this winter between rainstorms. Basalt Rock must think the prospects are good, as they have hot plants in Healdsburg and Santa Rosa and are putting up a new one in Petaluma. Hope they are right!

Windsor Sand & Gravel plant is taking on a new look. This operation was sold to Kaiser Sand & Gravel last year along with Redwood Redimix. However, they retained the same names. The first thing that showed was the new "hot pink" paint on practically everything visible. They have done a considerable amount of work on plant one, plus at the present time they are completely revamping plant two. This will



not only help their production but also put our mechanics and welders to work. There are also rumors that there will be a new 6,000 standard hot plant put up to replace the old one which is at Redwood Redimix location on College Ave. in Santa Rosa. We know this would make some people happy there, especially the plant operator, who would naturally rather push buttons than pull levers.

Berglund Tractor Co. has evidently enjoyed a more prosperous year this year than last as they have not had to lay anyone off and even had to hire a few new people through the winter. We have approximately 45 men working between the two shops, Napa and Willits. We are in the second year of our contract with Berglund Tractor and our relations are excellent. The members employed there under Local No. 3 are reaping the benefits attained by a Local 3 contract. (The accompanying photo shows some of the men in the Willits shop.)

Our Remco Hydraulics plant seems like it is holding steady with approximately 150 members working steady. This shop has grown since 1965 from approximately 60 employees to what it is today. However, at this time it appears to have leveled off, but we are hearing rumors of possibly another expansion later. As this company works primarily on contract work, it is very possible that there could be an expansion with Remco receiving new contracts, as they are constantly bidding on new work.



SLIP-OUT ON 101 above Cummings caused by heavy rains and resulting slide conditions is put back in shape by Granite Construction Co. At left Super Tap Fausey watches Brother Rowland operate the loader while further along Brother Turley and his son operate the clam shell.

Don't Lose Money

If your share account is inactive, you're losing money. If that seems hard to believe, take a look at what an active account can mean to you.

Regular saving means security, convenience and economy, through ready cash. Money you can get at a moment's notice—at no credit charge. That's money saved.

True, your credit union can always provide emergency loans when you need them. But a growing, active share account means a source of funds for those non-emergency, but "necessary" purchases.

Time to wake up your share account?

Early Builders Were Men Of Vision

By AL HANSEN

Early on a sunny summer morning in the mid-1880's, two burly men hurried out onto one of the new piers under construction on San Francisco's waterfront and went to work for "day wages" as laborers.

No written history exists of these two men, Bill Healy and Bob Tibbitts, but it is possible they were much like hundreds of other hard-faced men—most of whom were immigrants—who fought each day for the opportunity to make a living at the work of building the new piers and docks of a fast-growing port. Cargo bound for Alaska and Pacific ports was swelling the waterfront facilities beyond capacity. Codfish arriving from Northern California waters to feed the workers of the hungry New West had to be moved inland, and fast! Exports of timber, minerals, flour and coffee filled the holds of the four masted schooners sailing north and westward.

It was the year 1886, we know for a fact, that Bill Healy and Bob Tibbitts got their heads together and decided to go into their own construction business. It was that year that General Contractors license No. 40, the oldest active license in the State of California today, was issued to Healy Tibbitts Construction Co.

It is evident that from the beginning the two oldtimers on the waterfront performed the construction work they obtained from the Department of Public Works to the satisfaction of the city solons. It is also evident that through astute bidding, and a close watch of the dollar, they beat out much of their competition, and their business began to grow. And it is also said around the waterfront today that in those days much of the work was doled out to those who thought along the same political lines as the city fathers—which perhaps helped Healy and Tibbitts to move closer—and faster—to where the butter was.

For the next twenty years the small company obtained many contracts to build piers and wharves and other structures on the San Francisco waterfront. After the disastrous earthquake and fire of 1906, Healy Tibbitts played an important role in the task of removing the rubble and rebuilding the new city.

In 1910, after 24 years of partnership, Bill Healy and Bob Tibbitts came to a parting of the ways. A disagreement, the subject of which is not known today, caused the exodus of Bob Tibbitts and left the company in the possession of Bill Healey, who managed the company until his death in 1931. Leadership of Healy Tibbitts Construction Co. passed to Charles C. Horton upon the death of Healy.

In 1930 a young engineer from Pennsylvania who had graduated from the University of Colorado in 1927 joined the company. John C. Marthens had just returned from a stint in Central America building roads and was employed as a senior engineer. He held this position until 1938, when he was elected a vice president and assumed management duties. Marthens was elected president in 1943.

During the depression days of

the thirties, the business of Healy Tibbitts Construction Co. boomed because of the reconditioning and building of new waterfront facilities and the construction of the Oakland - San Francisco Bay Bridge. During the Second World War the company was extremely active with dozens of construction projects under way in and around one of the busiest naval ports on the West Coast at Oakland, California. During World War II, U. S. Navy Commander Robert R. Helen was in charge of marine salvage and harbor clearance work in the combat zones of the Mediterranean and coastal ports of Africa. Robert R. Helen joined the West Coast firm in 1947 and was instrumental in moving the company into foreign maritime construction work in Central America and the Far East. Bob Helen today is the president of Healy Tibbitts Construction Co.

Healy Tibbitts has constructed marine structures, submarine pipelines and dozens of other types of waterfront facilities in Mexico, El Salvador, Costa Rica, Panama, the Azores Islands, Hong Kong and other areas of the Pacific. A salt loading pier was recently completed on the Coast of Baja California (Mexico) for Exportadora de Sal, affiliated with National Bulk Carriers. Healy Tibbitts has long been active in waterfront construction in this area of Mexico, which is controlled from an office in Southern California at Long Beach.

In South San Francisco the Healy Tibbitts waterfront "yard" covers some 25 acres. At one time or another all of the company's half dozen floating Whirley derrick barges, floating pile driver and dozen scows have been docked for maintenance or repair.

The central office in San Francisco contains about 15 employees, which includes draftsmen, engineers, superintendents, estimators and the usual complement of support personnel. In charge of operations is Vice President Ted G. Anderson, who holds a B.A. degree from Colorado and who has been a registered C.P.A. in California since 1937. Anderson joined Healy Tibbitts in 1945 after wartime service overseas with the Radiation Laboratory of M.I.T., for which he was awarded the Sells and Forbes medals.

Healy Tibbitts, for geographic delineation, has the state of California divided into two parts at a line drawn east to west across the state at San Luis Obispo. Handling the southern area from an office in Long Beach is Vice President R. H. "Dick" Smith, who came to Healy Tibbitts after service as a Marine Captain in World War II and graduation from the University of California in 1948.

Laying the submarine pipelines, constructing the loading piers and working on a variety of maritime structures are perhaps a hundred people who steadily work on the Healy Tibbitts payroll from Hong Kong to Alaska. A permanent office located in Honolulu to handle a wide variety of contracts on the waterfronts of the booming Hawaiian Islands is managed by Jim Lees.

The specialists of the Healy Tibbitts Construction Co. have installed submarine pipelines in 300

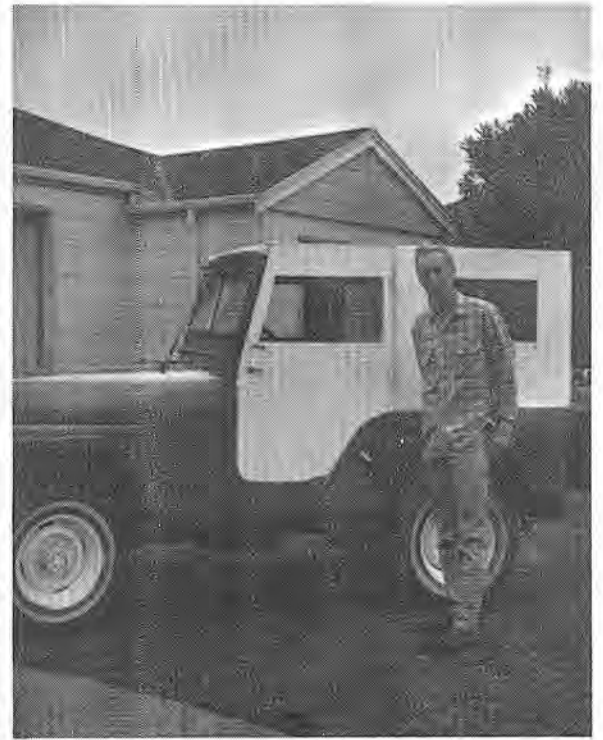
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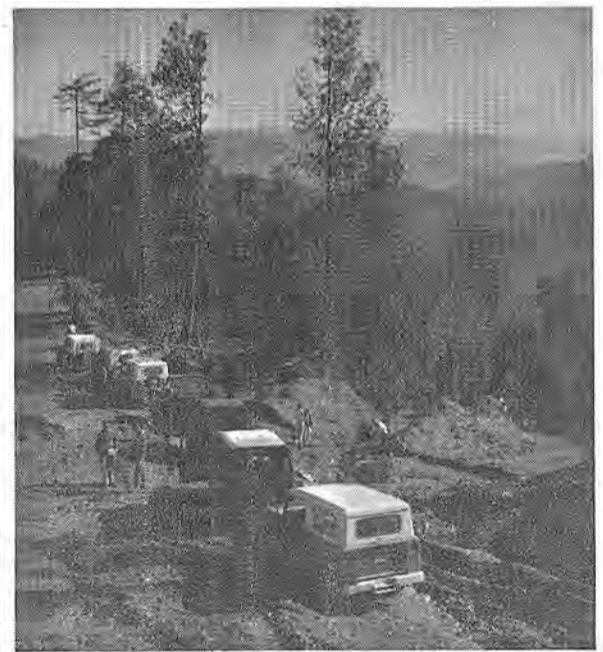
Typical action on the dunes.



V.W. dune buggy by Bud Richie.



Redwood Empire 4-Wheel Drive Association President Jim Montelbetti poses with his souped up pride and joy.



Four Wheelers enjoying Humboldt County.

Dune Buggies Raise Sand In North Counties Craze

By RAY COOPER

Outdoor enthusiasts on the north coast have found new "fresh air" excitement with 4-wheel drive and Volkswagens machine. Humboldt and Del Norte counties provide year around mild weather perfect for all season participation in a fast growing sport of sandduning. Photos above were taken during an excursion on the dunes from the mouth of the Mad River south of Emerson's Mill on Samoa road and hills that climb away from our coastal area.

Four-wheel drive and Volkswagens (bugs) travel over rutted dirt and gravel roads to hold annual rallies. After being briefed on the rules concerning caravan movement and electing a trail master the adventure will officially get under way.

The campsite at a dune rally is where the dirt ends and the sand begins. Here tents, campers, trailer, house trucks and improvised lean-tos take over. Wives, children, dogs and in-laws are there in force; from here on it's strictly "Jeep and Bug country." Brother John Myers is one of these hill climbing and sand dune fanatics. John is the owner of a factory-prepared job known as a *Bronco*.

Rallies host many events. The first is usually a family run, a kind of shakedown, with the people taking their rigs over a marked course around the area, best av-

erage overall time wins. Next come the hillclimbs; a 300-foot sandhill is perfect for this event. The start of the climb is at the bottom of a giant sand hole. These dunes are brutally attacked and conquered by many drivers; however there are those who never make it to the top of the big hills or dunes and dig their own holes, sending up streaming waves of sand from spinning rear wheels. If a driver fails to clear the hill he is required to back down again between rows of wooden stakes so he can try again.

Many Brother Engineers use their jeeps or dune-buggies for hunting and fishing in the high country of Humboldt and Del Norte counties.

Brother Jim Montelbetti, president of the Redwood Empire 4-Wheel Drive Association, hosts many events here in Humboldt county. At present Jim and his wife Donna are planning a pre-run to Point Gorda Lighthouse. The old lighthouse will make the 4-wheel drive club really test its ability.

Last January the club planned a snow trip to high country of Pilot Rock and Snow Camp, but sorry to say the crew just never did get to Snow Camp; the snow was too deep. But it's hard not to have fun in the snow, with snowball fights that everyone enjoys.

A man seldom decides simply

to buy or build a dune-buggy until he has sampled the fun of the sand. Once he has been exposed to the elemental thrills and challenges of the drifting dunes, he quite often rushes into the decision. His decision sometimes is reached in spite of very real consideration of finance and comfort; it rarely is made with any real understanding of the skills and requirements peculiar to the sport.

The dune-buggy addict rapidly learns the secrets of the sand if he listens and observes more experienced enthusiasts and studies the seemingly hostile environment he challenges.

There are decidedly different techniques to cruise successfully through the sand in the various types of dune vehicles. The 4-wheel drive fan has special skills and proficiencies to develop, as that of the driver of a lighter-weight, lesser-power buggy. The division in technology and language between these two basic groups of sand lovers is such that a wall of animosity separates them. They are further subdivided into the two categories of waterpumper and non-water-pumpers.

Evening and weekend of cleaning and repairing is a small price to pay for the opportunity to be out in the dunes measuring yourself against the enormity of mountainous sand.

LBJ Asks \$4 Million For Bullards Bar Dam

By HAROLD HUSTON,
W. R. WEEKS, DAN
CARPENTER and
DOUG FARLEY

Work in the Marysville District is still extremely slow due to the continuous bad weather. It seems every time the contractors start to roll again we get another downpour of rain and snow which stop the job. We know this can't last forever, and hope old man weather will show some consideration real soon. We appreciate the special consideration that has been shown by all the Brothers to the new dispatch procedure. All the Brothers who have registered or been dispatched have commented on how much better they like the new system. If you have any questions, please feel free to contact us at the office. Many Brothers have requested we again conduct First Aid Classes. Also, start an advanced First Aid Course. If you are interested, please contact us as soon as possible. We have some instructors available now but we need at least 15 in each class. Last time we had classes in Marysville, Orville, Chico and Paradise.

\$10 MILLION DRAINAGE PLAN HOPE

A \$10 million drainage and irrigation system for southern Yuba County is in a study for the Yuba County Water Agency. The system would be designed to handle drainage problems created by a 10-year frequency flood and to irrigate about 47,000 acres of land for agricultural purposes.

Its construction would add to the New Bullards Bar the project facilities included in its original conception. The diversion and irrigation features were deleted because sufficient funds for their construction were not available. The local share of the project's cost would be between \$2.5 and \$1.5 million, depending on how much money is available from governmental grants.

Present farming in the area is based on a water supply from wells. This supply is considered no longer adequate nor economical because over-pumping of groundwater during the past several years has lowered the water table to the point where increased pumping costs make it essential to develop an alternate, more economical source of irrigation water. According to the study: "Agricultural development in southwest Yuba County is restricted until water supplies made available by the (New Bullards Bar project) are utilized for irrigation.

The project would involve the improvement and use of existing canals and ditches and the construction of diversion facilities from the Yuba and Feather Rivers, along with new canals and ditches. The cost per acre of construction of the project would be approximately \$217, and operation and maintenance costs of the system once constructed are estimated at \$5 per irrigated acre. Proposed financing includes government loans and grants and issuance of local bonds, and the annual cost per acre of the proposed financing program totals \$12.10.

The study was conducted by one of International Engineering Co. employees who was on a leave of absence from them, under the direction of water agency

manager Colin Handforth. International designed the New Bullards Bar project now under construction on the Yuba River east of Dobbins for the agency. The South Yuba Irrigation Planning Committee, consisting of water agency representatives and directors of reclamation and water districts affected by the project, also participated in the study.

The proposed drainage-irrigation system would utilize about 64 miles of existing drainage channels and provide an additional 11 miles of channel. The organizational basis for the proposed "South Yuba Water Development" could be provided by creation of a "super district" from existing reclamation and water districts, by contracts between existing districts and the water agency or by amendment of the legislation that created the water agency to give the agency the power to issue general obligation bonds, according to the study.

According to recommendations made in the study: "The inability of the agency to build and pay for the diversion and conveyance facilities (New Bullards Bar project) creates a new project concept, wherein every water user in the service area is tied to every other water user by the need to guarantee repayment of facilities required to serve all. Furthermore, any benefiting area which refuses to pay a share of costs in keeping with its benefits increases the load on the remainder of the service area. Similarly, and significant part of the service area which elects to hold back from the project, and neither share in the benefits nor contribute to the repayment of costs, could by so doing render the project infeasible for the rest of the service area."

The study divides the southern section of the county into three areas: Service Area No. 1, consisting of the Brophy and Wheatland water districts and the unorganized Plumas area; Service Area No. 2, the Dantoni Water District; and Service area No. 3, Reclamation District No. 784.

The study comments: "Assuming that utilization of State and Federal programs would be made in financing the South Yuba irrigation System, it appears that the local alternatives are briefly as follows, as far as the requirements of such programs are concerned:

1. The Yuba County Water Agency acts as contracting agency for the project and enters (into) joint-exercise-of-powers contracts with districts within the service area. This presupposes that the entire service area could be organized into districts and that all districts affected would be willing to enter into such contracts.

2. (a) Service Areas 2 and 3, Dantoni and Reclamation District No. 784 could respectively, handle their own financing and construction and apply individually for aid under applicable government programs and guarantee continuation of benefits through long-term water purchase contracts with the Agency.

(b) Service area No. 1, the remainder of the south Yuba Service Area, utilizes the Water Agency as a contracting area. This involves the same presuppositions as alternative No. 1 as to willingness of all districts to enter into contracts, and of unorganized areas to form districts.

3. (a) Service Areas 2 and 3 same as alternative (2(a)).

(b) Form a new district covering Service Area 1, which would contract with the Agency for water, and with the government financing aid to construct facilities. This assumes willingness on the part of the people in existing districts and unorganized areas."

The Proposed irrigation system would use a "percolation gallery" dug into ground in the bed of the Yuba River above the Hammon-ton dredger trailings. The dredger ponds would be connected by pipes and valves and used as storage reservoirs. From one of the ponds, a pump would lift water into a main canal of the system, running along the west side of Beale Air Force Base to the Wheatland area. Unused irrigation water would flow into existing drainage channels then into the Bear River.

Laterals from the main canal would service farms in Service Area 1. Water for irrigation in Service Area 2 would be pumped from the Yuba River upstream from Marysville, then into a concrete lined 3.7 mile long canal and subsequently into laterals. Water for Service Area 3 would be pumped from the Feather River south of Marysville, then into a main canal 2,000 feet long and subsequently into three main laterals totaling 17 miles.

LBJ ASKS FUNDS FOR AREA DAMS

President Johnson's budget requests to Congress for fiscal year 1969-70 include \$4,060,000 for the New Bullards Bar Dam project, \$800,000 for engineering studies on the Marysville Dam project and \$11,011,000 for Oroville Dam. The \$4 million requested for New Bullards Bar represents the annual payment of the federal contribution to flood control features of the \$180 million project. The federal contribution is paid each year on the basis of work completed during the previous year.

The \$800,000 requested for Marysville Dam will permit continuation of pre-construction planning for the project by the Army Corps of Engineers.

THERMALITO AFTERBAY DRAINED

The Thermalito Afterbay here is being drained to determine whether water is percolating through the bottom and affecting the water table in farmlands to the west. State officials previously had announced increased water releases from Thermalito into the Feather River because of the apparent seepage problem. No water is seeping through the afterbay embankment, but may be percolating out of the bottom through a sand and gravel formation exposed during construction, a spokesman said.

Contract Guy F. Atkinson Co. will attempt to seal the exposed layer of sand and gravel with a layer of clay and if that does not work, "we will just have to try something else," the Department of Water Resources spokesman said. Whether or not percolation from the afterbay is the cause, rice farmers in the area to the west of the afterbay have expressed concern about flooding of fields. The farmers themselves have said that it would take several weeks of dry weather to determine whether the water will

be absorbed into the ground or will remain on the surface of the fields.

A number of them believe, however, that the flooding is the result of water percolating through the bottom of the afterbay, traveling underground in the sand and gravel layer and then surfacing in the rice fields. "We don't know how serious the problem is, but it is something we have to fix," the Department of Water Resources spokesman added, "We don't want to be responsible for any damages to the farmlands."

FUNDS REQUESTED FOR BEALE

Construction funds totaling nearly one-half million dollars for Beale Air Force Base were included in the Defense Department's military construction funds request. The total construction funds requested for California is \$98,846,000 for all branches of the military services for the next fiscal year. The \$498,000 requested for Beale is for a concrete liner on the bottom of the three million gallon water storage reservoir at the north end of B Street at Beale, an Air Force spokesman said.

The department has asked Congress to appropriate \$1.87 billion for construction in the United States and Overseas. The appropriation for the current fiscal year was \$2 million. Also included in this is the amount of \$309,000 for Sierra Army Depot.

The state is also seeking bids on the Butte County two laned Oroville-Quincy Highway. This will consist of approximately \$376,000 for construction on a mile of the two laned Oroville-Quincy highway on new alignment between two and three miles north of Canyon Creek Bridge about 15 miles northeast of Oroville. This will be opened March 27, 1968.

HUB STREET IMPROVEMENT

Widening and repaving of Fifth Street from E to J Streets this year was recommended to the Marysville City Council by the City Engineer. The project would cost about \$140,000 and over \$145,000 in state gas tax revenues are available, he said. Also recommended that the city undertake this project immediately. The Mayor said he thought the project should be given further study, and he appointed a committee to study the proposal and report at the Council's next meeting.

Traffic signals are being installed at Fifth and H and Fifth and J Streets, and the Fifth Street Bridge approach will be landscaped this spring. Also included in the over-all project will be placing power and telephone lines underground. He said the cost of "undergrounding" the utility lines was not included in his estimate of the project's cost. Fifth Street will be widened from 56 to 64 feet and resurfaced if the council approves the project.

OROVILLE AREA NEWS

At the present time, the County of Butte is calling for bids for realignment and surface job on the Oroville Quincy Road northeast of Oroville. The estimated cost of the project is approximately \$600,000, that will be an extension of improved roadway

of the project which Piombo completed this past year.

A. Teichert and Sons have not been able to start their job on Richvale Road due to the winter storms we have had so much of the past month. This job should keep several Engineers busy for a short while at least.

Guy F. Atkinson Co. called back about 50 of the Brothers on an emergency state force account project at the Thermalito Afterbay. Apparently the added pressure on surface strata water in the afterbay caused a seepage in neighboring farm lands when the lake was filled. The Department of Water Resources drained the afterbay and called on contractor to assist in attempting an all out effort to excavate sand pockets and lay in blankets of impervious material.

While this was going on, over at another section of the reservoir, a massive operation of Bentonite, a sealing compound of clay, was done. Several helicopters were used in transporting the sacks of bentonite from truck unloading docks over the water to the specified areas to seal.

Also the contractor used a slurry pump to mix the sealer compound being pumped into an adjutated pond and from there into irrigation pipes to distribute the bentonite evenly over the ground.

The operation was on a two shift operation, seven days a week, with the Brothers taking home some nice pay checks. The P.C.&E. was hurrying the Department of Water Resources because of their need to start Unit No. 4 at Thermalito to generate power. Unit No. 4 was also reversed and used as a pump when the afterbay water level was lowered.

Oro Dam Constructors still has a few Engineers left on the project finishing the site cleanup. Also a few H.D.R. are working getting ready for another anticipated job.

H. Earl Parker has been working between storms on the Oroville Dam boat ramp and parking area at the old quarry site. Eventually the facility and several others will create a lot of fine recreation.

DOT Slates \$3 Billion To Roads

The Department of Transportation has told Congress that \$294.7 billion will be needed to fund the nation's highway over the next twenty years.

Pointing out the need for an urban arterial system similar to the federal-aid primary system now in use in urban areas, the Bureau of Public Works said that such a system could be upgraded to meet continuing congestion difficulties and that much of the system could be designated federal-aid metropolitan system with local area agencies helping to overcome jurisdictional controversy.

Work expected to be accomplished over the next twenty years is expected to total about \$67.9 billion, with \$225.7 billion representing unplanned needs.

Obituaries

Name — City	Local Social Security No.	Register	Deceased
Bolton, Ivan H.	3	292562	4/7/68
Buela—Wife	SS# 480-09-5421		
4897 E. Pine St. Fresno, Calif.			
Crawley, Frank	3	854238	4/23/68
DeLoris—Wife	SS# 562-40-0963		
36 Dell Lane Mill Valley, Calif.			
Crockett, John S.....	3	450022	4/9/68
Stella—Wife	SS# 520-12-4198		
250 Jennings St. Lebanon, Oregon			
Cruz, Raymond	3	959262	4/20/68
Jean—Wife	SS# 546-12-2660		
22561 Poppy Dr. Cupertino, Calif.			
DesJardins, Roberts	3D	1251157	3/29/68
Anita—Wife	SS# 553-56-0200		
1700 Caramay Way Sacramento, Calif.			
Dilley, Allen	3	888994	3/16/68
Katherine—Wife	SS# 512-05-0102		
Box 204 Sedan, Kansas			
Dippold, Darrell	3	1117459	4/24/68
DeLoris—Wife	SS# 562-40-0963		
36 Dell Lane Mill Valley, Calif.			
Dryden, Chester	3	287928	4/12/68
Ann—Wife	SS# 534-05-9906		
c/o 2024 J St. Eureka, Calif.			
Eubanks, Herbert*	3	1171788	4/28/68
Myrtle—Wife	SS# 434-18-7831		
790 Apple Ave. Ukiah, Calif.			
Feley, Claude	3	231259	4/1/68
Laura—Wife	SS# 523-03-9587		
2878 Lowell St. Richmond, Calif.			
Hiatt, Lee	3	748656	3/30/68
Alice—Wife	SS# 572-18-7537		
3638 Judah St. San Francisco, Calif.			
Kelly, Tim*	3	1219625	4/10/68
Mary—Wife	SS# 559-44-0383		
1590 Laverne Way Concord, Calif.			
Lai, Kam Sing	H3	1229868	4/21/68
Tulipa—Wife	SS# 575-03-1184		
133 Hila Place Pearl City, Hawaii			
Mederios, Alex	3	921430	4/22/68
Johnett—Wife	SS# 546-46-4523		
33500 14th St. Union City, Calif.			
Morris, John I.	3	683205	4/24/68
Hazel—Wife	SS# 502-07-8589		
5848 Gorden Ave. Marysville, Calif.			
Neal, James	3	1075454	4/8/68
Florence—Wife	SS# 544-01-7677		
138 Orchard St. Salinas, Calif.			
Olson, Ola T.	3	447008	4/28/68
Emily—Wife	SS# 440-07-2001		
999 Sonoma Ave. Santa Rosa, Calif.			
Pollex, Carl	3	479861	1/21/68
Laurel Heintz	SS# 554-03-6705		
3 Yarnell Pl. Redwood City, Calif.			
Sargent, Harold	3	576422	4/22/68
Mary—Wife	SS# 566-12-8439		
100 Danvers St. San Francisco, Calif.			
Schupert, Gene	3E	434354	4/10/68
Bernice Johnson	SS# 566-03-7444		
Box 525 Woodland, Calif.			
Shrock, Robert	3D	1312961	4/13/68
Virginia—Wife	SS# 352-28-9010		
163 San Pablo Fresno, Calif.			
Smith, J. C.	3D	516231	4/8/68
Ora—Wife	SS# 558-01-3302		
6067 Alpine Way Marysville, Calif.			
Stephens, Wm. C.....	3	852251	3/4/68
Melba—Wife	SS# 454-22-4982		
Box 115 Eustace, Texas			

Kiewit Sets Three Shifts On Siskiyou Dirt Spread

By LAKE AUSTIN and LOU BARNES

Work in the southern area of District #7 has started with a bang with the first sign of sunshine. Some of the jobs from last season are near finished on the dirt spreads and some new jobs have just started. There are all indications that this should be a good work season this year.

Harms Construction are getting ready to start the big crushing job for the canal near Corning.

Rivers-Wesco has two scraper spreads going and the big drag-line is starting to dig out the mud that the scrapers had to skip. The Company is about ready to ship in the trimmer and liner. The paving season could be short so the crews will probably work long hours on this one.

Purtzer and Dutton are still working on the syphon sections on the canal and all the Brothers working on this job seem to be working good hours.

W. Jaxon Baker are going great guns on their hiway 44 project—this consists of 4 miles of 4-lane expressway. At the present

time the Brothers are just working 5-8's.

HIWAY 99 NORTH

Fredrickson-Watson are busy on their 21.8 miles of interstate 5 freeway job at Weed. The sub on the dirt is the A. A. Baxter Corporation from El Cajon. Baxter will take it down to within two-tenths of finish sub and Fredrickson-Watson will do all the finish including the concrete paving and structures which are many. Work will be slow for the Fredrickson-Watson crews this year but the 1969 season will be good. Fredrickson-Watson have moved their crushing plant into the W. H. O'Hair pit at Gazelle and will crush all of the aggregate for the project. This will keep approximately 10 Brothers busy as around 800,000 tons will have to go through the plant.

A. A. Baxter Corporation have moved in—by the time this article goes to press they will have approximately 40 Brothers moving muck (if you can call it that). The right-of-way that is running out through the lava beds is a mix-

ture of rock, ash and water but mostly rock. There is one consolation that the company is buying all new equipment—most of the rubber is green TSS-14 and 24's. This is shaping up to be a go ahead job with over 3 million yards to be moved in 280 working days.

Dillingham Construction Corporation is getting a rather slow start on the bridge job on the Klamath River 35 miles below Happy Camp.

They have some drilling that is 14' in diameter and goes from 50 to 60 feet deep and almost at water level of the river—these holes have to be dry for the pours. The Brothers on this project will be busy the rest of the year.

McIntosh and McKnight from Willow Creek have their plant moved in and are crushing the concrete aggregate with 4 Brothers working—they still have another month to six weeks to go.

Vinnell Corporation are erecting the hoist house and gin pole for the cableway in preparation for the concrete pour that they hope to start the first of May. There is approximately 250,000 cubic yards in the dam. The company have finished the slurry trench and now back filling same—they are in the process of grouting the face of the rock cliff and kiway. This has been a good job for the mechanics—they have 18 mechanics working in the shop and on erection of the aggregate plant.

Peter Kiewit Sons' have finished the clearing and are installing the multi-plate and pioneering the big cuts ready for the 657's. This project is one of the roughest in the Siskiyou county with nothing but rock. The company will run three shifts on the dirt spread and 3 on the mechanics. As of this writing we have 51 Brothers working with a possibility of this many more to go.

Dredging (continued)

continued from page 8

UTAH DREDGING—Dredge "Franciscan" at Bay Farm Islands—still moving right along. They are also pumping a lot of sand with a big crew on the levee and dredge. They should go the rest of this year on this job. The Dredge "San Mateo" is still tied up in the yard at Stockton which the company has, with a small crew getting things ready for when they hit their next job.

DUTRA DREDGING COMPANY—have their "Sacramento" "Alameda" and "Stockton" all working down at and around Sunnyvale for the county of Santa Clara. The Dredge "California" is working north of Sacramento—up on the river.

MANSON GENERAL COMPANY have both of their Hopper Dredges tied up at their dock in Alameda. They are doing a lot of work on both rigs—Nos. 11 and 12. For the present time, they have finished up their job for Oakland Out-of-Harbor. Hoping it won't be too long before they will be going again. (Take note—Phill!)

PETER KIEWIT COMPANY started their job at Santa Cruz with their 16 inch Portable, the "Sandstorm."

PERSONAL NOTES

Best wishes for a fast and speedy recovery to the following members on the sick list: Chuck Uerling at Mary's Help Hospital; Bob Bynum—also his wife Joan who is confined at Marin General. Very sorry to hear about Bro. Frank Price's wife who was stricken with a slight heart attack. We wish her and Bro. Price the best.

Very sorry to hear about our Dredge member Dale Lewis who was accidentally killed on Healey-Tibbitts job this month—our deepest sympathy to his family.

We received a card from Brother John Jensen who is on a six week trip with his wife, visiting places like Fiji, Australia and Tahiti.

Expecting this month—Bro. John Camarra and his missus—John is employed by Manson General. Who knows—will it be a boy or a girl? John, don't forget the cigars!

Obituaries (continued)

Swalley, George	3D	1208738	4/9/68
Lavana—Wife	SS# 534-10-5934		
11115 Bodega Way Sebastopol, Calif.			
Toohig, Bert	3	239221	4/26/68
Bertha Moore—Daughter	SS# 564-05-1072		
Rt. 1, Box 569 Cannel, Calif.			
Ward, Kenneth	3A	549454	4/22/68
Margaret—Wife	SS# 547-14-1307		
47 Nevada Way Marysville, Calif.			
Woodden, Harry	3	290780	4/11/68
Nadine—Wife	SS# 542-09-5577		
677 Almond Ave. Yuba City, Calif.			

76 Deceased Members February thru April 1968
2 Deceased due to Industrial Accidents

Builders

continued from page 12

feet of water that have extended as far as seven miles to sea. Other experts are now assigned to Trans-Bay Constructors to lend their experience to the construction of the tube under San Francisco Bay for the Bay Area Rapid Transit project, of which Healy Tibbitts is a joint venture partner.

Along the coast of California, Healy Tibbitts is driving piles for an oil loading pier, laying pipelines or dredging with Whirleys, which run up to 50-ton rigs with seven yard buckets. Two 1000-cubic-yard hydraulic gate dump scows, some 162x36 feet, haul the silt to sea from San Francisco Bay and dump it out of the shipping lanes.

The office in San Francisco is a busy place. The people tend to the duties of the business with a seriousness and dedication that seems to be a trademark of the sons of the pioneers. The executives, the managers, the operators and those who "just work here" seem to have an esprit de corps that reflects pride and respect for the Healy Tibbitts organization. Maybe it's this attitude that made the West so great! If so, we could all use a little more of it.

MEETINGS SCHEDULE

All Meetings at 8 P.M. except Honolulu, 6 P.M.

1968—Schedule of Meetings Dates

SEMI-ANNUAL MEETINGS

San Francisco—Saturday, July 13

DISTRICT MEETINGS

MAY

Watsonville—Thursday, May 2
Sacramento—Tuesday, May 7
Oakland—Thursday, May 9
Stockton—Tuesday, May 14

JUNE

Fresno—Tuesday, June 4
Santa Rosa—Thursday, June 6
Provo—Friday, June 7
Reno—Saturday, June 8

JULY

San Francisco—Wed., July 10
Eureka—Tuesday, July 16
Redding—Wednesday, July 17
Oroville—Thursday, July 18
Honolulu—Wednesday, July 24

AUGUST

San Jose—Thursday, Aug. 1
Sacramento—Tuesday, Aug. 6
Oakland—Thursday, Aug. 8
Stockton—Tuesday, Aug. 13

Meeting Place Addresses

Hawaii Technical School, 1175 Manono St., Hilo.

Veterans Memorial Building, 1351 Bennett Ave., Santa Rosa.
1958 W. North Temple, Salt Lake City.

Labor Temple, 16th and Capp, San Francisco.

YWCA Community Rm., 1040 Richard Street, Honolulu.

Engineers Building, 2806 Broadway, Eureka.

Musicians Building, 120 W. Taylor, Reno.

Engineers Building, 2626 N. California, Stockton.

Engineers Building, 100 Lake Blvd., Redding.

C. E. L. & T. Building, 2525 Stockton Blvd., Stockton.

Labor Temple, 2315 Valdez St., Oakland.

Prospectors Village Motel, Oroville.

Engineers Building, 3121 Olive St., Fresno.

The Panciteria Far East Cafe, Marine Drive, Tamuning, Guam.

Labor Temple, 45 Santa Teresa Ave., San Jose.

Gordon Ball Wins Freeway Contract

By WALTER TALBOT, AL McNAMARA and JIM GENTRY

Work in the Stockton area is slowly getting under way in earnest this month. With the jobs already let and those yet to be let in 1968, employment should be provided for many of the members in this area.

Gordon H. Ball, Inc. was the low bidder at \$14 million on the grading and surfacing of twelve miles of four lane freeway and 17 bridges at Tracy. Asbury Contractors, Inc. has sub-contracted all the dirt work from Gordon H. Ball.

H. Earl Parker was low on the Mormon Slough job from Jack Tone Road to Bellota. This job consists of clearing, new levees and irrigation drainage structures and will keep approximately ten engineers working through the summer. Triangle Construction Co. is doing the clearing.

Claude C. Wood Co. of Lodi was low bidder on two jobs in Amador County. Work will start on the Ridge Road east of Sutter Creek some time in May. The other job, consisting of road work, is at Pardee Reservoir and will start immediately. In Calaveras County, Woods has a crew working on sub-division streets and will be there all year.

Pacific Cascade Land & Cattle Co. are buying land in Calaveras and Tuolumne Counties and will sub-divide it into 1 to 20 acre ranchettes. Once they get all the details worked out, this job should afford work for quite a few Brothers.

Burchett & Good, on Red Lake Grade in Alpine County, have about three months work left on their job. They will commence working as soon as they can get the snow cleared out of the Pass.

There are about three miles of new road to be let at Calaveras Big Trees, but it looks like the Park Service is going to let this job on a time and materials basis.

A. Teichert & Son, S. M. McGaw Co. and Cal-Western are keeping their crews working on small jobs around Stockton, Tracy and Manteca.

Tom Hess, Inc. on the Stockton By-Pass has four engineers working, getting things ready for the fill to start. All the fill for this job will be barged in from Rio

Vista, unloaded on the levee and trucked to the job site.

MODESTO NEWS

Industrial construction in the Modesto district is booming, and the picture looks bright for many months to come.

Currently under construction or about to start are industrial plants and plant expansion projects totaling more than \$6 million.

Not only is the construction activity itself of tremendous value to the community, but the resulting manufacturing activity will create nearly 800 new jobs during the next 18 months and probably more in the future.

While many of these new jobs will be seasonal, almost a fourth of them will provide year-round employment.

Two new industrial plants are presently being built, a \$1 million west coast facility for Marlite Division of Masonite Corp. and a \$490,000 warehouse and labeling room for Del Monte Corp. at Yosemite Boulevard and Garner Road.

The Del Monte facility will be a part of a multi-million dollar cannery which is expected to be under construction later this year. The cannery is to be in operation for the 1969 tomato canning season.

Tri-Valley Growers recently announced it would build a super-cannery in Modesto at a cost of \$10 million over a period of the next five to ten years.

Just as important as new industries locating in the area is the expansion of those already here. Many new jobs are created each year through the expansion of existing industries.

Among expansions presently under way are California Vegetable Concentrates, a part of the Birds Eye Division of General Foods Corp., which is just completing an expansion of its main dehydration plant at a cost of \$250,000.

CVC plans to begin construction soon on a \$1 million separate building for a frozen food operation. The company expects the facility to be in operation this fall.

E & J Gallo Winery, which last year spent nearly half a million dollars constructing glass-lined steel tanks for storing wine, has begun construction of a 60,000 square foot building for a bottling operation and warehouse expansion.

Soon to get under way is a

40,000 square foot operations, laboratory and research facility at the winery. The two buildings will cost about \$1 million.

The winery is also spending another \$407,000 on its storage tank expansion program this year.

Pacific Gas and Electric Co. is constructing a \$400,000 service center on the east side of Carpenter Road, just south of Blue Gum Avenue, with completion set for mid-summer.

Merchants Refrigerating Co.

plans to build a new \$350,000 freezer building in the near future.

Hunt-Wesson Foods, Inc. is in the midst of a \$1 million expansion program which will be completed in time for this year's canning season.

Shell Development Co. is constructing a new \$250,000 addition to its research facilities, after spending nearly a half million dollars on expansions last year.

Personal Notes

OAKLAND

At this time we would like to offer our sympathies to the wife and children of Tim Kelly of Walnut Creek who was recently killed in an industrial accident while working for Bob Smith Construction Co.

MARYSVILLE

Hospitalized this month were Bob Gwen, Ray Rassmussen, Harold Hudson, Jr., Wally Rice, Ron Franklin, Ron Stenroos, Joe Franklin and George Overstreet. Hope they are all back on their feet at this time.

Our condolences to the families of Harry F. Wooden and J. C. Smith, both of whom passed away this month.

Mr. Harold Huston, Officers and Members of Local No. 3
1010 I Street
Marysville, California

Dear Mr. Huston and Officers:

I want to thank you for the beautiful Bible you sent me.

It was a very pleasant surprise and I want you to know that I do appreciate it so very much and will cherish it always.

Very sincerely,
Mrs. Anna Baker

STOCKTON

Our deepest sympathies are extended to the family and friends of Brother Oscar A. Thomas, who passed away last month.

Brothers James Briggs, Joe Sherman, Mike J. Fredricks and Calvin S. Kee were either hospitalized or under a doctor's care this past month.

SAN RAFAEL

Our best wishes to the following members who have been on the "sick list":

Bro. Ted Hicks who was in the hospital and is now at home recuperating.

Bro. Frank Crawley who was in a car accident—and at present is at Queen of the Valley Hospital in Napa.

EUREKA

We send our deepest sympathy to the widow and relatives of Brother Chester Dryden who passed away on April 13, 1968. Brother Dryden had retired only last October.

We wish to thank Brother Fred Adams, who donated blood this month to the Operating Engineers Blood Bank.

SAN JOSE

We would like to take this opportunity to thank Brothers Bill Grossi, Arthur Hasselbring and Mrs. Mary Hasselbring for their donations to the Santa Cruz Chapter Blood Bank.

Our best wishes for a speedy recovery to Brother James Adams. We are happy to report that Les Hodge who was confined in Doctor's Hospital is now convalescing at home.

We wish to express our condolences to the families of the following Brothers who recently passed away: Raymond Cruz and James W. Neal.

Congratulations to Brother Charlie Barney who is the proud father of a baby girl.

Brother Gene Collings is the proud owner of a 38-ft. fishing boat. Our best wishes to him in locating the salmon schools.

FRESNO

We wish to extend our deepest sympathy to the family of Brother Ivan Bolton.

H. M. (Oakie) Williams is ill in the Oklahoma City Hospital, Oklahoma.

Congratulations to the James Adams family on their new baby girl.

SANTA ROSA

Our deepest sympathies are extended to the families and friends of Brothers George Swalley and George Harrah, recently deceased. These brothers were both Remco employees, and will be sorely missed by their friends and co-workers. Congratulations are in order for Brother Don Ellis and his wife, on the newly arrived 7 pound 14 ounce baby girl.

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New Butte JC Okayed

CHICO—A Master Plan is currently under way for Butte Junior College, a community two-year school that will serve Chico and Oroville residents.

Students from Butte County now commute to Shasta and Yuba counties for higher education and the new facility is aimed at meeting these current needs as well as projecting for the future.

During construction and planning of the new junior college, classes will start in the fall of this year at Durham High School when that facility becomes available as the result of a newly built center.

Some 2500 students will be served in the first phase of the program with an ultimate capacity of 5000.