

Congress OKs \$62 Million Warer Plan

"Serving the men who move the earth!"

ENGINEERS NEWS

PUBLISHED TO PROMOTE THE GENERAL WELFARE OF ALL ENGINEERS AND THEIR FAMILIES



GUAM, WHERE AMERICA'S DAY BEGINS

HAWAII, THE 50TH STATE

NORTHERN CALIFORNIA, THE GOLDEN STATE

NORTHERN NEVADA, SILVER STATE

UTAH, HEART OF THE ROCKIES

Vol. 29, No. 10

SAN FRANCISCO, CALIFORNIA



Oct. 1970

20 North Counties Expected to Benefit

Business Manager Al Clem announced this week Congress has given final approval to a \$62 million water and power development program affecting the 20-county Second Congressional District of California.

Only a presidential signature is needed for the fiscal year 1971 public works appropriations to become law and Representative Harold T. (Bizz) Johnson today expressed hope that the President would approve.

"In the light of the tight budget situation on the one hand and the great need for wise conservation and utilization of our natural resources on the other, I feel that the program approved by Congress is realistic and should be signed into law," declared Congressman Bizz Johnson who represents the Second District, in informing Business Manager Al Clem of the progress of the legislation.

"Virtually all of these projects funded in this legislation are multiple-purposes projects yielding substantial benefits to the people and to the Federal government in water conservation, generation of electrical energy, flood control, recreation, enhancement of fish and wildlife resources.

"It is essential that they move head in a timely fashion," concluded the veteran legislator whose mountain-valley district contains much of the Golden State's source of water and hydroelectric energy and the related recreation opportunities.

Congressman Johnson recognized that some of the amounts allowed by Congress are above the President's budget. These included such items as construction funds for Hidden and Buchanan Dams, starting of design work on the Chester Flood control project, an increase for the Folsom-South Canal. He hoped, however, that these and

other increases approved by Congress for other areas of the nation would not be cause for rejection of the entire package by the President, emphasizing the urgent need for the work.

The California Representative, who serves as chairman of the Irrigation and Reclamation Subcommittee in the House of Representatives, emphasized that much of the cost of water development is recovered by the Federal Government through the sale of water and power and returns on other benefits.

"In many ways," Congressman Johnson stressed, "investment in resource conservation and development is like money in the bank."

Highlights of the Second District public works appropriations program include the start of construction of the Hidden and Buchanan Dams and Reservoirs in Madera County and the continued construction of the New Melones Project on the Stanislaus River, the Auburn Dam and Reservoir on the American River, the Folsom-South Canal, the Martis Creek Project, the Tehama-Colusa Canal and related fish facilities and the continued flood control work along the Sacramento River and its tributaries.

(EDITOR: A complete breakdown of the Congressional approved appropriations is attached.)

FINAL CONGRESSIONAL ACTION — PUBLIC WORK APPROPRIATIONS FOR FISCAL 1971 ARE:

Construction Project	U. S. CORPS OF ENGINEERS Amount	Comments
Buchanan Reservoir	\$1,550,000	Commence Construction
Hidden Reservoir	2,040,000	Commence Construction
Chester	50,000	Commence Design Work
New Melones Reservoir	11,900,000	Continue Construction - activity primarily on \$26 million Diversion Tunnel
Martis Creek	2,400,000	Continue Construction of main dam
New Bullards Bar Reservoir	751,000	Final reimbursement for flood control benefits
New Don Pedro Reservoir	2,200,000	Next to last payment on flood control benefits
New Exchequer	390,000	Final payment on flood control benefits
Oroville Dam	3,213,000	Final payment on flood control benefits
Marysville Reservoir	394,000	Complete design work
Sacramento Bank Protection	2,600,000	Continue construction - Now about 50 per cent complete
Sacramento Tributaries	500,000	Continue construction - Now about 50 per cent complete

SURVEYS AND INVESTIGATIONS:

California Region	633,000
Northern California Streams	240,000
San Joaquin Basin	125,000
Sacramento Navigation	32,000
Klamath River	40,000

U. S. BUREAU OF RECLAMATION

Trinity River Division (Clear Creek - Cow Creek)	142,000	Continue design and land acquisition for Cow Creek laterals
Tehama Colusa Canal & Fish Facilities	7,040,000	Facilities and erosion control at Red Bluff Reservoir
Auburn Project	11,998,000	Continue construction of Forest-hill bridge and commence construction on tunnel

See \$62 MILLION WATER PLAN Page 14

IMPORTANT NOTICE

Recording-Corresponding Secretary T. J. Stapleton, has announced the following changes in the meetings schedule:

All Oakland District No. 2 Membership Meetings will be held in the Engineers Building, 1444 Webster St., Oakland from now on.

The District Meeting which was to be held in Ogden, Utah, on December 4, 1970, has been changed to FRIDAY, DECEMBER 18, 1970, at 8:00 p.m.

The District Meeting which was to be held in Reno, Nevada, on December 5, 1970, has been changed to SATURDAY, DECEMBER 19, 1970, at 8:00 p.m.

The meeting place address for Reno has been changed from 120 to 124 West Taylor.

Airports Board Gives Okay to \$192 Million Plan

SAN FRANCISCO — A \$192 million, three-phase, six-year expansion plan for San Francisco International Airport was adopted yesterday by the Airports Commission.

The program contains Phase I items totaling \$28,612,390 which have been completed or are under construction or contract and \$16,467,460 in Phase II projects which already have approval.

When completed in 1976, the total program will include development of a North Terminal; construction of Passenger Rotundas 1 through 8, related apron areas and connectors or terminal buildings; 150-ft. extensions to each end of the South Terminal; a new air traffic control tower; central garage addition, new airport maintenance facility; West of Bayshore utilities and roadways; completion of Runway 28-Right extension; development of frontal aircraft gate positions; modification of existing terminal building facilities and provision of a foundation structure for a future rapid transit rail line into the center of the passenger terminal complex.

Insurance Doubles

Business Manager Al Clem announced this week that Life Insurance Benefits for members insured under the California, Nevada, Utah and Hawaii Trust will double as of November 1, 1970. The union leader said that the following apply for all those eligible:

Life Insurance	\$4,000
Accidental Death	\$2,000
Burial Fund	\$1,000



PRETTY LADIES & PLAQUES (along with a \$500 check for Miss Miller) were the order of the day at the recent District Meeting in Salt Lake City. Doing the honors were Financial Secretary Buck Hope and Treasurer Don Kinchloe. In the top photo Brother Hope (left) has presented plaque and check to Local Union No. 3 annual scholarship winner Helen Miller as Brother and Mrs. Henri Miller and Brother Kinchloe look on. In second photo Brother Hope presents the runner-up plaque to pretty Karen Davis as Brother & Mrs. Harold E. Davis and Brother Kinchloe look on.

Job Safety and Health—The States Can't Do It

The states just can't do the job on industrial safety and health. Their record is a sad one, whether one looks at it from the standpoint of safety and health laws on the books or from the standpoint of inspection and enforcement of the laws that a few of the states have managed to pass.

The U.S. Department of Labor, surveying the occupational safety and health field, had this to say:

SEMI-ANNUAL MEETING

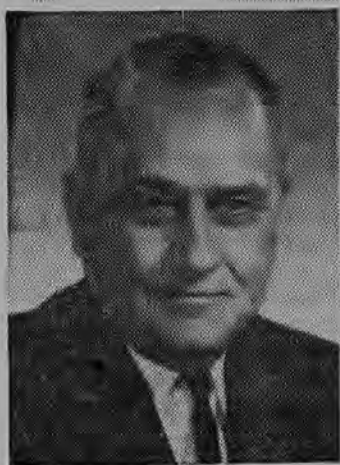
Recording - Corresponding Secretary T. J. "Tom" Stapleton has announced that the Semi-Annual Meeting will take place on Saturday, January 9, 1970, at 1 p.m. in the Marine Cooks & Stewards Union Auditorium, 350 Fremont Street in San Francisco. All members are encouraged to attend this very important meeting.

"While most of the (states) have been diligent in making codes, only a few meet the standards established by the American Standards Association. Four states do meet such standards, eight more have from 45 to 90 per cent comparability, while all others have from 0 to 45 per cent comparability."

In other words, only four states have occupational health and safety laws that meet accepted standards. Thirty-eight of the 50 states don't even come half-way to providing decent on-the-job protection to workers.

This sad record is emphasized by a look at the 15 states having the greatest number of manufacturing, mining, and construction employees. They had, between them, 1,102 of the 1,661 safety inspectors employed by the state governments.

See JOB SAFETY Page 16



Collectively Speaking with Al Clem

From all reports the work picture improved somewhat in the month of September. We know that there are many brothers on the out-of-work list but we can only hope we can persuade the people in Washington to release additional monies for the highway program.

During the past month there was a committee of labor representatives, Employer representatives and the people from the Division of Highways who met in Sacramento whereby we are starting to formulate a program to lay before the politicians regarding the problems we have on highway construction leveling out the peaks and valleys in this industry. We have known for some time that if the awarding of the contracts was given more thought to, the members of our union would be able to secure steadier employment or at least they would have a job to go to where the weather would permit. Also, it would make it much easier for the Employers to schedule their work loads.

We talked to the people who furnish a great deal of the money for the subdivision development and they seem somewhat hopeful that this industry will get off the ground in the not too distant future, for we all realize that there is a pressing need for homes in California as there are many people moving to the state for retirement purposes.

We held a series of meetings in the various trust funds namely Utah, Nevada, Hawaii and California where there were immeasurable improvements made in each of the health and welfare trusts, the most important being that the Death Benefit has been increased from \$2,000 to \$4,000. Of course, no one is very anxious to collect this \$4,000 but at least it will help to lessen the hardships on the wives and relatives of our members who pass on.

As we reported in our last issue, we were negotiating the contract in the State of Hawaii and we have reached a tentative agreement which the Employers must submit to the membership for ratification and, of course, we will do likewise. We hope we will be able to submit the proposal to our members on October 16.

This will be the last issue of the Engineers News that you will receive before the forthcoming November election. In addition to the candidates which you will vote for, there are two very important propositions that we ask you to give your full attention to. I speak now of Proposition 1 and Proposition 18.

If adopted by the voters, Proposition 1 will provide for a billion dollar construction program over the next five years and cost of construction to the local community will decrease from 70 per cent to as low as 20 per cent which would mean that many areas which now lack local financial support would be able to proceed with badly needed projects.

Proposition 18 is a constitutional amendment that would amend the State constitution to permit use of up to 25 per cent of the Highway User revenues to provide financial aid to mass transit construction and such funds would be apportioned by affected counties, local transit districts, or cities and would require approval of local voters. Secretary of Transportation John Volpe has already indicated that such funds must also be set aside by the Federal government to assist local mass transit problems.

The General Executive Board is holding their meeting this month in the State of Hawaii as well as the Executive Board of the Western States Conference. I will be attending these meetings along with some of the officers and the members of our Local Union Executive Board. It is here as I have mentioned many times before where we have been able to exchange ideas with the Operating Engineers all over the United States and Canada.

It was my pleasure to be able to attend the Canadian Conference of Operating Engineers held in Winnipeg, Canada during the month of September. Again, we find that the problems of the engineers are more or less the same wherever we go. The one thing we are extremely proud of is that in Local 3 we do not seem to have many problems as other local unions in spite of the fact that we have a shortage of job opportunities but it is by attending these conferences that we are able to ascertain where the job opportunities are. This enables us to pass the information on to the members of our union so that those who do wish to travel will have some idea of the location of the jobs.

During the month of September 3006 men were dispatched to the various jobs, and there were 50 long form agreements signed and 71 short forms signed making a total of 121 agreements.

Post Election Could Bring About Decrease in the Economic Slack

By NORRIS CASEY,
Conductor and District
Representative

The work picture for the Oakland area has made no great change since the last writing. It has been bad all year, and still remains the same. However, we are still hoping for relief in the situation. This can only be gained by the government releasing money to finance work.

We received a nice letter from Brother Harvey Felix. Brother Harvey is putting in a Hitch in Ba Ria, South Viet Nam; says he will be home about next June. Best of luck to him.

Many of our "old timers" are coming in to pick up applications for pension. It is always enjoyable to talk to these fellows. They most certainly are appreciative of the work done by the Local 3 officials in getting this benefit for them. Many of them have come and stated that they never realized what the Union was doing for them, until they retired.

By HERMAN EPPLER
EASTERN CONTRA COSTA

Work in the area has been holding fairly well, the small jobs have been real life-savers this year; naturally there are too many to mention all.

Many of the projects are on underground work, such as Lowrie Paving, has in Moraga. Also in the Moraga area, J & M Pipelines are doing a subdivision job. They are putting in water and sewer for 500 new homes and Oliver DeSilvia, is going to put in the streets and curbs.

In the Pittsburg area, Alex Robertson Brothers have a job for Standard Oil, it is a 10-inch line for crude oil and will have about 8 to 10 Operating Engineers on it.

On Camp Stoneman, we have a little work. Some developers have started a new housing project and Roberts Brothers are moving the dirt for this job, also locally, MGM have about 7 Brothers working at Stoneman.

Martin Brothers have several jobs in the area, they have just started a parking lot at Buchanan Airfield, they are still working on Diablo Valley College. There has been a lot of work at the College this summer and Martin Brothers have had their share of this work.

Peter Kiewit, still has a big payroll, at the Lafayette Freeway. They now have four lanes open in the east bound lanes and three open going west. The bottle neck is located close to Walnut Creek and will probably be the last part of the job to be completed. They are finishing grade now between the traffic for BART.

Midland Electric are laying the powerline for the BART system through Lafayette and Dravo is following up with the rails. At the present time they are in Orinda.

The biggest dirt job in the area is Perini's at Antioch. They have about 40 Brothers working there and at this time they are placing select material on the entire length of the job. The Auto-grader crew

have been working steady to keep ahead of the scrapers. Perini should be out of Antioch about May of '71.

By JOHN NORRIS
RICHMOND AND VICINITY

Work in this area is about as good as it will get this season. We have a lot of members working in the Richmond area, now, but most of them are on short jobs.

C. Norman Peterson has a small crew working in Standard Oil. The Bechtel job at Union Oil in Rodeo, is the biggest job going in this area now, with 85 Brothers on the job there.

Brown Ely had a small slide job in El Sobrante, with six members moving the dirt. They should be finished by the time this is printed.

Underground Construction has five small pipeline jobs in the area.

Quarry Products is still running two shifts at this time, keeping several of our Brothers busy.

Pacific Mechanical Corp. have a couple of jobs going in Standard Oil, and are keeping a few Brothers busy.

J. F. Shea, still has a full crew of Engineers on their B.A.R.T. station in Berkeley. This job should last until after Christmas for most of our people.

The San Pablo Sanitary District has just awarded four contracts for a total of \$2,348,441.25, for construction of trunk sewer lines.

Ebert-Spartan was awarded three of the jobs for a total of \$1,902,674 and Manuel Rodriguez was awarded one job for \$445,767.26.

By BOB HAVENHILL
SHOPS, PLANTS AND MILLS

The new Rock, Sand & Gravel Agreement has been in effect for three months now and everyone should have received their retroactive pay by now.

Everyone I've talked to is sure grateful for the terrific job done by the negotiating committee. The next time our Business Manager and Brother Al Clem asks for a ratification vote, maybe we could make it unanimous.

Niles Sand and Gravel has all the parts in for their new dredge now and will probably get busy putting it together this winter. In its disassembled state, it covers about 5 acres and when completely assembled, will be approximately 140 feet wide by 180 feet long and will stand four stories tall. The

job of putting it together will take several months.

Most of the equipment dealers are feeling the effects of the poor work picture in construction, but are managing to keep their shops and fieldmen busy.

Lots of good money being made by the Brothers working in the various crap yards in the area with Schnitzer's people topping the list.

The members of Operating Engineers No. 3, extend most sincere condolences to Brother True Wess and family, for the untimely passing of his wife. To the mother, father and sister of Brother Louis "Phil" Washburn, who passed away last August; the members of Operating Engineers Local 3 extend their most heartfelt sympathy and condolences. Brother Washburn was very well thought of by his fellow members and was highly respected by the people of his community, for the work he did with the Boy Scouts of America, and his church. Phil was well known for his proficiency in sailing, judo, auto racing and was a former Eagle Scout.

By TOM CARTER
SOUTHERN ALAMEDA
COUNTY

The area seems to be busier at this time than it has been all year. Most of the local construction are working larger crews and are trying to finish the work they have opened up before winter.

Piombo Construction has started their job on Highway 50, at Livermore. At the present time they are working about 15 pieces of equipment on the underground and preliminary work. They hope to work this job through the winter.

O. C. Jones was low bidder on the Crow Canyon job. This job will consist of realigning the old road from Cull Canyon to a point about two miles east. The job is a two million dollar project and should get started some time this fall.

Highway 680 from Mission San Jose to Milpitas is shaping up pretty fast now. All the concrete paving is in and most of the asphalt has been placed. They are planning on opening up the southbound lanes from Mission San Jose to Mission and Warm Springs Blvds. on the 15th of October, to help the traffic problem on the old road.

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NLRB Election Victory in Marysville

By HAROLD HUSTON
District Representative and Auditor

MARYSVILLE DISTRICT WINS NATIONAL LABOR RELATIONS BOARD ELECTION WITH ORCHARD MACHINERY CORPORATION IN YUBA CITY.

On September 11, 1970 the National Labor Relations Board conducted an election with the employees of Orchard Machinery Corporation at their plant located at Yuba City, California. We are happy to report out of the sixteen eligible voters, twelve marked their ballots YES, requesting the Operating Engineers Local Union No. 3 to be their collective bargaining representative. This is truly a decisive victory when three-fourths of the employees give you this strong "team effort" vote of confidence, and give the negotiating committee the backing they need in negotiating a good collective bargaining agreement.

We appreciate the excellent guidance and help our Business Manager and International Vice President Brother Al Clem gave us throughout this campaign. Brother Clem is always available to help and to see that the job gets done. The first meeting was held with these employees on July 17, 1970. We hand delivered a letter requesting recognition as the exclusive bargaining agent for the employees on July 20, 1970. On July 21, 1970 we filed a petition with the National Labor Relations Board in San Francisco requesting that they conduct an election.

Orchard Machinery Corporation is located at 2700 Colusa Highway, Yuba City, California. Branches are located at Ceres and Visalia, California and in Albany, Georgia. Last season, good and profitable commercial operations were conducted in northern Spain and southern Italy—both in the olive market. The company is actively working to improve the future of their products in Europe.

In 1960 Richard W. Brandt, Jr., the founder and present Chairman of the Board of the company, found himself in need of a prune harvesting machine that was fast, clean and safe for the trees. His approach was simple and profound. Experience indicated that shaking the tree would drop the fruit. Others were painfully shaking one small branch after another. He found there was only one part of the tree which lent itself to shaking the entire tree structure in one go. The trunk. He observed that each limb, each twig, each fruit would respond to a different frequency. So the machine must provide various frequencies. The branches ran out at every angle from the tree. So the tree must be shaken at every angle. It was this technique that led to a true revolution in orchard harvesting technique. Having resolved the question, he found the answer.

After rejecting many false principles, Mr. Brandt developed the Shock Wave Shaker. His study and solution in creating the first of all trunk shakers remains indisputably the machine which reliably gets the best crop recovery with the least tree damage. The principal of this Shock Wave Shaker is this: The two unbalanced inertia wheels, rotating on the one axis, turn in opposite directions. Thus full force is created whenever the two weights are one over the

other. A feature of one of Brandt's patents is that the weights turn at a fixed "speed differential." This provides the omni-directional action which is vital to the full recovery of the crop.

The greatest problem encountered in the development of the Shock Wave Shaker was the tree-gripping device. Until 1964 a system of padded shoes was used. Each shoe was pivoted. By 1963 Brandt started the serious development of the current "pillow pad" grips. These are cylinders constructed of rubber and fabric, similar to a tire filled with sharp grained sand. Under compression the sand "locks," but not until it has conformed the pad to the shape of the tree. The pressure of clamping and of the shaking force (in every direction, remember) is thus distributed over a very wide area, resulting in very low unit pressure—as measured in pounds per square inch of tree bark. It was quickly discovered that this system worked beautifully. But it took a year and a half to develop the rubber fabric cylinders to a standard that assured a long life.

By 1965 the "double sling" was developed. This was another notable step towards the complete elimination of any possible tree damage. Between the two slings vegetable oil lubrication is provided. All tendency to slip is thus accommodated between the two slings instead of occurring between the rubber and the tree. By the end of the 1966 season, OMC Shakers were approaching their 40 millionth tree for thinning and harvesting. This was the year of Brandt's company coming of age, corporately, becoming known as OMC (for Orchard Machinery Corporation) issuing stock publicly and establishing a European subsidiary.

Shock Wave Shakers were originally intended for harvesting prunes but the first production machines started by thinning apricots, prunes and peaches. From this beginning in the spring of 1961, and the very successful harvest of prunes by that fall, the use of Shock Wave Shakers spread rapidly. In rapid order, walnuts, almonds, pecans, and even some peaches were being harvested with these machines. The Shock Wave Shaker is in fact many machines—in one. In fact, it's a prune picker, it also picks pecans, nectarines, walnuts, almonds, apricots, filberts, peaches, cherries, apples, plums, macadamia nuts and even pine cones for seed. Sometimes it's necessary to pick the ripe and leave the green and sometimes it's necessary to take them all. You can adjust a Shock Wave to meet the situation.

Citrus fruits and green olives remain problems not yet adequately solved. OMC is working on both, confident that a way will soon be found to harvest them more profitably. Well over 50,000,000 trees have been thinned and harvested by OMC Shock Wave Shakers. The company has had the help of growers, Universities and Agriculture Extension people especially in California and in many other states such as: Alabama, Georgia, Texas, Florida, Louisiana, Oklahoma, New York, Maryland, Michigan, Oregon and many more. 50,000,000 trees represent just a part of the orchard potential here in the United States. But because orchard

trees are orchard trees wherever they are cultivated (and profits are the goal of growers near and far), OMC considers its market to be world wide.

In the period ending March 31, 1969 the company manufactured and sold two completely new products:

First: The Bes-Sprayer line was purchased from C-C Industries in September, 1968. Successful manufacture of this new line of equipment has been accomplished at their Yuba City plant.

Second: They carried a completely new product, the Catchall Harvester, from conception to market. This unit was born as a grower and was designed especially to meet the requirements of the cling peach industry. They are now producing Catchall harvesters with the improvements for 1970. In their opinion the Catchall produced the best fruit ever picked mechanically and it was usually better than hand picked. Many growers and canning people agree with them.

The company started to develop the Hydro-Harvester and

after finding out the quality of the fruit harvested by the Catchall made it unnecessary to proceed further with development of the Hydro-Harvester. This should allow us to continue development of the grape harvester. We wish this employer continued success in his most unique business.

By DAN SENECHAL
Business Representative

FIRST SNOW FLIES — A. Teichert & Son of Yuba City were forced to shut their Gold Lake road job down due to heavy snows.

Charlie Clayton, foreman of the project, had just moved in and wanted at least to get stab trenches open and filter material in before the bad weather hit. However, weather waits for no one and down it came, the crews were lucky even to get their cars and trucks out and on blacktop when the white powder started flying. Teichert still has plans of crushing and screening the full amount of material the project will need before the weather gets too bad. Robinson's F.A.S. project at

LaPorte is in full swing. The project consists of constructing a 32' roadbed on Quincy-LaPorte and Little Grass Valley roads. The new construction will affect a 5.7 mile section of roadway between LaPorte and 2.7 miles north-easterly, and will provide alignment and grade. Federal Aid Secondary funds will provide \$93,427 of the total cost and Plumas County will contribute \$267,821.

Perini Yuba Associates have completed all phases of work at Bullard Bar and have moved every bit of equipment to their main yard in Olivhurst, just south of Marysville. The equipment has been repaired or sold with a large portion going to their project in New York. The last two men were laid off at the yard location and all that is left is a night watchman. That's a fast end to a large project which employed a large number of Local 3 brothers.

B. A. A. "Alex" CELLINI
Business Representative

WEST SIDE—Granite Construction has again started a
See MARYSVILLE Page 11

DON'T LAY YOUR LIFE ON THE LINE.



When you're working with high-rising equipment, show a lot of respect for power lines.

Cranes, booms, scaffolding, drilling rigs, hay derricks and irrigation pipe become dangerous electrical conductors when they touch overhead wires.

So play it safe. Operate your equipment with care. Never move rigs with the boom up, or lift pipe without first checking your clearance.

PG&E Look up—and look out for power lines.

Coyote Creek Plan To Aid Flood Control

By **BOB SKIDGEL, MIKE KRAYNICK, JACK CURTIS & BOB SHEFFIELD**
Business Representatives

The Santa Clara County Flood Control District has a \$500,000 job underway to double the size of Coyote Creek between Highway 17 and Trimble Rd. This will ease the yearly flood problem and offer almost total flood control protection to a big new industrial park development in the area. The Coyote project is going along real well with Brother Al Vescey heading it as project superintendent and Bill Dickerson as foreman. Oscar Holmes is the general contractor for this project, which is scheduled for completion before the winter rains.

The dirt moved from this job will be used in other vital county levee repair projects. One of them is rebuilding the railway approaches to the Southern Pacific Railroad Bridge over the creek in Alviso. Other spoils will be used to rebuild the banks and approaches of a new Alviso bridge over the Guadalupe River. The project involves nearly doubling the width and depth of 8,000 feet of channel between Highway 17 and Trimble Road.

Another channel deepening contract for \$1.1 million is being completed before the rains come on Los Gatos Creek between Highway 17 and San Tomas expressway in Campbell. R. L. Avery, Inc. of Rio Vista has the dirt moving and grading contract involving construction of three diversion dams, which will realign the creek to the north. All this will make way for a new expressway interchange. Chades Const. is finishing up the Coffey dams and cleaning up the last of the Los Gatos Creek job: upper and lower Page dams. South Bay Aqueduct water for groundwater percolation.

In Santa Clara, contracts for bridge construction have been awarded, which will open up large parcels of property for industrial development. Litton Const. Co. of San Jose was low at \$219,884 for the two bridges, which will span San Tomas Creek. One bridge will allow extension of Scott Blvd. to tie in with San Tomas Expressway.

The other will allow extension of Walsh Ave. to meet Kifer Road. About one mile of street will also be constructed.

Also in Santa Clara, the city is quickly pulling all the strings to expedite development of its six-block downtown redevelopment area. The developer has promised to begin actual construction within a few months.

In Campbell, R. J. Zipse won the construction contract for the Salinas Ave. project. Salinas will be extended northerly to Hamilton Avenue, opposite the southland off-ramp from Highway 17.

Piazza Paving is low bidder on the Tully-Quincy project. The job is over \$1 million and it should be starting soon.

Besco has started another tract of condominium on Piedmont Rd. Bill Cano is the project manager with Leo Cruz as superintendent. John Veitch is moving the dirt, which is approximately 80,000 yards. There are eight Brother Engineers employed by Veitch for this job. Pioneer Underground is doing the underground work

and A. J. Raisch is doing the paving.

Raisch Paving was recently awarded a \$1 million stretch of Capitol Express between Aborn and Tully Roads. They have started work with a few Brothers employed so far.

Work in the southern part of District 9 is very slow, although work in the Santa Cruz area has picked up a little. Granite Const. Co. was low bidder on installing storm drains in the Almar Ave. area, which will start very soon.

McKean Const. Co. has started on their \$5.5 million condominium apts. at the corner of 45th Ave. and Jade St. in Capitola. The 87 building project is possibly the largest in the history of Capitola. McKay and Samps are the Land Surveyors on this job. R. J. Zipse and Murata Bros. and Pisano Bros. are doing the excavating on this project.

Carl Swenson is about two-thirds completed with the 230,000 sq. ft. Thomas J. Lipton, Inc. plant at 2200 Delaware Ave. This project will be completed in November.

E. A. Hathaway has started on their \$1.5 million, 100,000 sq. ft. addition to the Wrigley's Gum Plant. This project will be completed in March, 1971.

Another big job to look forward to in this area, in the near future, will be the construction of the Hilton Hotel, which will be a 11-story building, 236 rooms. A parking area for up to 292 cars will be provided underneath the plaza, pool area, and will not be visible from the ground level. This job will start in May of 1971 and should put a few Brothers to work.

In the Watsonville area, Granite Const. Co. is finishing their underground and street work.

Geo. Davis is well along on their low construction housing project. Work in this area is very slow for this time of year.

In Monterey, Granite Const. Co. is finishing with their underground work on Pebble Beach.

Phil Calabrese picked up one small job which was \$12,000.

Dorfman Const. Co. in Marina has kept quite a few Brothers working on their underground and street work.

In Salinas, Ed Buttler Const. Co. is over half way finished with their street and sidewalk job. Quinn Tractor Co. of Salinas has a skeleton crew working. They are talking about working three days a week.

In King City, Ekelin Const. Co. has around a \$250,000 job, which consists of underground sanitation, water, and gas lines.

Madonna Const. Co. is moving right along on their highway job at San Ardo. This job has about 30 Brother Engineers working. They are working five days a week, 9 hours a day.

O. K. Mittry & Sons have about 23 Brother Engineers working on their State Highway job, south of Gilroy. This job should be completed in August, 1971.

The Rock, Sand & Gravel plants in this area are working pretty steady.



SHERATON-WAIKIKI Hotel—29 stories up, 1800 rooms. 62,000 cubic yards of concrete — first floor poured November 15, 1969; roof topped off September 19, 1970. The three tower crane operators were Brothers Harry T. F. Chang, Albert Stevens and David Namuo. Swimeron-Walberg was the general contractor.

Negotiations in Hawaii Show Good Progress in Early Stage

By **HAROLD LEWIS**, Trustee and Sub-District Representative, **WAL-LACE LEAN, BERT NAKANO, WILFRED BROWN and VAL-ENTINE WESSEL.**

NEGOTIATIONS IN PROGRESS. Negotiations with the General Contractors Labor Association for a renewal Master Agreement for the State of Hawaii has been opened. We are in hopes of consummating an agreement without any problems, however, like all negotiations, we don't expect this one to be easy. Your negotiating committee will try to keep you informed as to the progress of the negotiations.

Negotiations have also begun with Kaiser Hawaii-Kai Community Services Co. for its employees at the sewage treatment plant and pump station. Negotiations are progressing as well as can be expected.

WORK PICTURE. Work in the State of Hawaii has slowed down considerably and no immediate relief is in sight. Judging by the orders placed with our Employment Dispatch Office and the number of members registered for employment on out-of-work list, things do not appear very good at present as far as work is concerned. Quite a few of the contractors are down to almost nothing and are keeping their employees busy with yard work and whatever little odd jobs they may have. Compared with the very good year we had in 1969, 1970 will end at almost a complete reversal of the '69 picture which would place early '71 in about the same state. There is no way of telling at present what will happen thereafter.

An example of the effects of the cut back in employment in Engineering Equipment Co. which specializes in pile driving; where they would normally keep six crews working, they are having problems keeping two crews employed.

Among the contractors who have enough work to keep their crew busy is Pacific Contrac-

tors, Inc. which is about 30 per cent completed on their \$1.7 million Kaimuki Sewer Project. They are about to start the \$1 million Waipio Acres Improvement District along with the \$5 million Magic Island Park on the outskirts of already crowded Waikiki. Pacific is about 20 per cent completed on their Kailua Sewer Project, all in all, this would keep its crew going for at least a year.

Mark Construction, Inc., has enough work to keep its crew going of awhile, Mark is 30 per cent completed on the \$3.6 million H-1 Waiawa Interchange Project and was low bidder on the tie-in from H-2 to the Interchange at a bid of \$2.3 million. Between both projects which are adjacent to each other, this employer will be running nine 621 Cat Scrapers moving the combined total of two million cubic yards of dirt. Mark Construction, Inc. is also doing the Wilcox Hospital on the Island of Kauai.

Urban Construction Co. is awaiting notice to proceed on the \$1 million Moanalua Road Project — second phase. This job was badly needed by Urban to hold its crew together which has been keeping busy by doing the work on the completed phase of the Moanalua Road Project. Urban does have two good projects on the outer Islands; the two million dollar 550 room Kona Surf Hotel on the Island of Hawaii and the Coconut Plantation on the Island of Kauai.

Kams Express, Inc., a Hawaii trucking firm, recently entered into an agreement with Pacific Inter-Mountain Express, a nation wide operation. The agreement gives Kams Express, Inc., the moving of all P.I.E. containers and the breaking and distributing of all bulk containers. Kams Express, Inc., employs approximately thirty engineers year round to man their fleet of trailers and flatbeds. Brother Clarence "Boss" Richardson is the Steward at Kams Express, Inc.

ISLAND OF HAWAII — On the Island of Hawaii, negotiations have been completed at Orchid Isle Auto Center and Fred L. Waldron, Ltd. The negotiation committee for Orchid Isle Auto Center were Brothers Sadao Tachibana, Ronald Taniguchi, Shunji Horihata, Leonard Vincent and Sam Kuwada. The negotiation committee for Fred L. Waldron, Ltd., were Brothers Ichiro Matsui and Roy Shirota. Besides gaining wage increases of 64c and \$1.12 per hour for the next two years, the employees will enjoy a dental plan covering employee, spouse and children up to the age 19, effective October 1, 1970. Effective January 1, 1971, they will be covered under the Operating Engineers Pension Plan.

General Constructors has begun the work on the Hilo Intermediate School Cafetorium Project. The old cafetorium will house other facilities when this new building is completed.

The recently completed Keauhou Beach Hotel opened its doors for business on Saturday, August 15, 1970. This new hotel is situated next to the Keauhou Golf Complex and has one of the largest conference halls on the Island and a restaurant that seats 700 people. At present, there are four floors ready for occupancy out of the seven stories of rooms to be available when completed.

REGISTER TO VOTE AND SUPPORT COPE SLATE!

Once again it is election time. Your Local Union is asking all non-registered members and their eligible dependents to register to vote in the upcoming election. We ask your support by voting for the slate of candidates endorsed by COPE. Above all, cast your vote for the incumbent Governor John A. Burns; never has a man done so much for the working man in the State of Hawaii. Governor John A. Burns has always been for the working man.

Dredging



By GUY JONES

Healy Tibbetts are working their Redwood Shores job, 3 shifts and have towed one of their derrick barges, from Los Angeles for the Pipe Laying Operation.

Utah Dredging, still has its dredge "San Mateo," working 3 shifts on their Mossdale job.

Peter Kiewit, have done considerable work on their dredge, "Sandpiper." This including a new pump to bring the yardage up to capacity. This job runs 3 shifts—6 days.

Shellmaker Dredging, have finished their job at Alameda Naval Airport. Their dredge "Vanguard" is now tied up at their yard in Black Point. Dredge "Vagabond," has also done considerable dredging in their Black Point Yacht Harbor. Dredge "Explorer," is working 3 shifts at Mossdale on the Murphy Pacific Fill Job.

Olympian Dredging Company are busy around the Bay, they are working the Oakland Airport Dike job, with dredge "Monarch" 3 shifts. The "Monarch" is working with an 8 yard bucket.

Basalt Rock has the contract to rock the dike at the Oakland Airport. This is a 1 shift job.

Smith Rice Dredging has been in and around the Bay on several small jobs keeping 1 shift busy.

Great Lakes Dredging have done considerable work on their equipment for their Outer Harbor Dredging job. This job will run 3 months or more. All the material is to be dumped outside the Golden Gate Bridge.

Ideal Cement is keeping busy with 2 good crews. They have been working quite a bit of overtime, stocking materials.

San Francisco City Dredge "No. 4" is still working around the waterfront 2 shifts.

Dutra Dredging is still busy with all their dredges. "The Sacramento," "California," "Liberty" and "The Alameda" working all over the Bay Area and up the river.

Western Pacific Dredge "Polhemus" with no work, tied up at Richmond Yard.

West Coast Dredging have finished their Sacramento River job. This job worked with dredge "Sandstrom." West Coast was low bidder on the aqueduct clean out job, out of Tracy. This job will be dredged with "Yuba No. 1."

The State Water Resources Control Board vetoed any further dredging operations in the mouth of the Russian River at Jenner-by-the-Sea on the scenic North Coast.

The action was a victory for the Jenner Coastline Conservation Coalition, a group formed to block the controversial sand and gravel dredging project, explained that the board could classify the dredging operation as a waste discharge because the lifting of material from the river bed stirs up sand and silt and disturbs the movement of the water.

Opponents of the dredging claim an extension of the permit would ruin the environment of the river mouth.

The board ordered the project stopped until the completion of studies which demonstrate under what conditions the dis-

charge can be made without adversely affecting the aquatic environment."

The State Lands Commission has deferred a decision on extending the dredging permit until the water board decides if the project will pollute the river.

TWOS

Just two of each went in the Ark.

Two rocks, when struck, produce a spark.

And two of anything, it seems. Give life to mankind's many dreams

So we are blessed with many two's—

A blessedness we did not choose—

Two feet that run, and walk, and play.

Two legs to guide them on their way.

Two hands to do the things we ask.

Two arms to help them with the task.

Two ears! Oh, what perfection these!

They hear the sounds of life with ease.

Two eyes that guide us, day by day.

Unfolding beauty on the way. Tho' none of these we had to choose,

Not one of them we want to lose.

Now stop and think—are you the guy

Who may tomorrow lose an eye?—

A leg, a foot a hand or arm? Or carelessly cause others harm?

Work safely is helpful two—

Two words—especially for you. They will protect your other two's

All those you never want to lose.

So heed them well! Start now—today!

Protect your two's the safety way!



WINS LABOR — Houston I. Flournoy, state controller, has won the support of COPE, the political education arm of the California AFL-CIO, for re-election to the post he has held since 1966. Flournoy, a six-year veteran of the State Assembly, has earned and long enjoyed the state's organized labor support.

Survey Work Is Still Slow

By PAUL WISE
TECH NOTES

In the last article we related that the work picture was a little brighter. Well, that didn't last very long. The situation now is back to a depressing low again. I don't like writing this discouraging news any better than you like reading about it, but I'm sure you Brothers like being told the truth instead of us painting you a bright work picture when there isn't one.

As for the San Jose and Hayward area, there are a few industrial parks, trailer parks and some small subdivisions; but not much more going on at present. As for the other Bay Counties area, its pretty spotty with a few small jobs going. There are mostly small condominium subs, with a trailer park here and there.

The heavy construction Surveying is a little better at this time, than the "Land Butchering." B.A.R.T. is still keeping a good number of Brothers working on both sides of the bay, with Dravo, Morrison-Knudson and W. A. Smith being the big employers.

Peter Kiewit is keeping a crew busy with its Pier 95 Lasher job in San Francisco. Bechtel Co. has four crews that are going good at the Union Oil in Rodeo. We need more jobs like that.

The big guns in land butchering in the Bay Area at this time are MacKay & Somp, George Nolte, Murry McCormick, Bissell & Karn, McIntire & Quiros (Willits area), Wilsey & Ham, Kircher, Chapman & Associates and Vahories, Treadle & Nelson (Half Moon Bay area.)

We would at this time like to welcome the following testing firms which have signed agreements with Local No. 3. They are as follows: Jo Crosby & Assoc., Cooper-Clark & Assoc., Lowney & Kaldveer, Hallenbeck & McKay.

This is something that might be of interest. As you know, Operating Engineers are familiar with various types of professional engineers with any relationship to construction—civil, structural, mechanical, electrical, ect. These are traditional and typical classifications of engineers who have specialized in their education and training in various types of the engineering field.

But there may be a change, if an Engineering Dean, from the University of Illinois, has his way. The Engineering Dean is suggesting that the traditional grouping or classification of Engineering Training and Specialization be modified or changed to fit some of the more intense issues of today.

It is suggested that three main areas of Engineering Specialists be developed: Energy, Materials and Systems Engineers. These would replace the old classification. This would not mean the knowledge and fundamental background training in the various aspects of mathematics and other basic studies be neglected. The new Engineer would be trained to adapt himself and his efforts and aims to one of the three broad categories.

See SURVEY NOTES Page 7



COUNT WATCHERS in the recent referendum vote on proposed changes to the local union by-laws are Leo Gillis (left), Price Waterhouse & Co. and T. J. Tommy Stapleton, Recording-Corresponding Secretary of Operating Engineers Local Union No. 3. Some 6,140 ballots were cast giving overwhelming support for the changes. A detailed report appeared in the August issue of Engineers News.

BOOMERANG

The man who once runs from an enemy soon discovers that the enemy is running his life.

VEHICLE REGISTRATIONS

Motor vehicle registrations in the United States are reported at nearly 105 million by the end of the year.

Teacher: You're late. You should have been here an hour ago.

Student: Why, what happened.

Leisure Time is no longer a problem. Thanks to modern methods of transportation, you use it all up getting to and from work.



JOB STEWARDS APPOINTED

Dist.	Week Ending August 21, 1970	Agent	Dist.	Week Ending Sept. 4, 1970	Agent
60	Norris Reed	H. Huston	20	Arthur Cranmer	P. Wise
60	Ray A. Ickes	H. Huston	20	John Radlovich	G. Jones
60	Paul E. Yeoman	D. Farley	50	Gene E. Coble	C. Odum
60	C. Wendell Freeland	D. Farley	50	Gwen Priddy	C. Odum
60	Lewis E. Willard	D. Farley	50	Gilbert C. Ramirez	C. Odum
			50	Josef Stanislawsky	C. Odum
			50	A. Loren Stevens	C. Odum
			50	Paul L. J. Ischka	C. Odum
Dist.	Week Ending August 28, 1970	Agent	Dist.	Week Ending Sept. 11, 1970	Agent
20	James E. Bowlen	B. Havenhill	50	Jack Lofton	C. Odum
20	Jim Harrington	B. Havenhill			
20	Frank DeOliveira	B. Havenhill			
30	Dwayne Adams	Al McNamara			
30	L. W. Bristow	Al McNamara			
30	Dave Inks	Al McNamara			
31	Jay O. Victor	Jerry Bennett			
Dist.	Week Ending Sept. 4, 1970	Agent	Dist.	Week Ending Sept. 18, 1970	Agent
60	Leo Cervantes	D. Farley	60	Joe Almadova	A. Cellini
60	Albert Fritzler	D. Farley	40	E. L. Kennard	R. Cooper
60	Fred Hockett	D. Farley	40	John Schuchman	R. Cooper
60	Edward Kelley	D. Farley			
Dist.	Week Ending August 28, 1970	Agent	Dist.	Week Ending Sept. 18, 1970	Agent
01	George Meacham	Don Lubo	20	Edward L. Hall	Havenhill
11	O. H. Coley	H. Bouwens			
11	David G. Feathers	Ed Knapp			
11	Clinton A. Gould	H. Bouwens			
11	W. D. Graves	J. Bellinger			
11	Gary Hiale	Ed Knapp			
11	Hugh Knoff	Harry Bouwens			
11	William Martin	Ed Knapp			
11	Eugene Phillips	Ed Knapp			
11	Oscar Phillips	Harry Bouwens			
11	Lawrence L. Phillips	Ed Knapp			
11	Keith Ross	Harry Bouwens			
11	Vernon J. Smith	Ed Knapp			
11	Edward J. Suttles	Ed Knapp			
11	Dallas Sweeney	Ed Knapp			
11	Bill J. Tidwell	Ed Knapp			

SAFETY COMMITTEE APPOINTED

Dist.	Week Ending August 21, 1970	Agent	Dist.	Week Ending Sept. 15, 1970	Agent
60	Kenneth Bellis	H. Huston	70	George Azevedo	B. Sheffield
60	Carl Wellman	H. Huston	70		
60	Al Saldivia	D. Farley			
Dist.	Week Ending August 28, 1970	Agent	Dist.	Week Ending Sept. 11, 1970	Agent
30	John Caldera	Al McNamara	70	Ray Price	L. Barnes
30	Harvey Ferrill	Al McNamara	70	Joel Rolin	K. Green
Dist.	Week Ending August 28, 1970	Agent	Dist.	Week Ending Sept. 11, 1970	Agent
10	Richard M. Cole	Al Hansen	70	Wes Schuelte	L. Barnes
11	Ernest Coffin	Ed Knapp			
11	Leroy Overholser	Ed Knapp			
11	M. W. Pickern	Ed Knapp			
11	John Pitman	Ed Knapp			
Dist.	Week Ending Sept. 4, 1970	Agent	Dist.	Week Ending Sept. 18, 1970	Agent
20	Harry S. Fitzpatrick	Havenhill	40	Fred L. Adams	R. Cooper
50	Garv L. Steltz	C. Odum	40	Lewis Jones	R. Cooper
Dist.	Week Ending Sept. 4, 1970	Agent	Dist.	Week Ending Sept. 18, 1970	Agent
60	Joseph W. Harman	D. Farley	20	Don Havenhill	J. Harris
60	Warren H. Hooper	D. Farley	90	George Azevedo	B. Sheffield
60	Guy Robinson	D. Farley			
Dist.	Week Ending Sept. 11, 1970	Agent	Dist.	Week Ending Sept. 25, 1970	Agent
70	Jim Bartlett	L. Barnes	12	Merlin Buck	K. Lishman
			12	C. L. Tusher	K. Lishman



SEEKING A BETTER SHAKE for the over 26,000 members they represent in Northern California, officers of Operating Engineers Local Union No. 3 have been busy supporting candidates in several key state races. At top left, T. J. "Tom" Stapleton, Recording-Corresponding Secretary, State Senate Candidate Mike Peevey, District #1 Executive Board Member Guy Slack and Trustee Fran Walker "carry the banner" for the young San Rafael Democratic candidate who hopes to represent Marin, Napa and Solano Counties in the State House after November 3rd. Peevey is an underdog in his campaign to upset incumbent Peter Behr, the Republican, who has been endorsed by the conservationists who would halt all construction in Northern California. Peevey has a solid endorsement from labor and the working middle-



class. At top right, President Paul Edgecombe and Vice President Dale Marr take Assembly candidate Ernest LaCoste on a tour of the giant construction union's main offices in San Francisco. Pretty girl is Sinnika Plasil, key-punch operator, in Local 3's computer section. LaCoste, with labor's endorsement, is fighting a neck and neck race to upset incumbent Republican Clare L. Berryhill in the 30th Assembly District (San Joaquin and Stanislaus Counties.) Both races could determine the makeup of the State Senate and Assembly which will determine political boundaries for the next ten years. Members are urged to vote and to help get out the vote for those endorsed by their union.

Labor Recommends On Ballot Proposals:

California Labor Federation recommends a "yes" vote on nine of the 20 statewide propositions to appear on the November General Election Ballot, as voted by the recent CLF convention. A "no" vote is recommended on three, and no recommendation is made on the eight other propositions.

"Yes" vote is called for on numbers 1, 2, 3, 4, 5, 13, 15, 17 and 20. "No" vote is suggested on numbers 9, 10 and 19. No stand is taken on 6, 7, 8, 11, 12, 14, 16 and 18.

Prop. No. 1—The Clean Water Bond Law of 1970, which would authorize a \$250 million bond issue to control and prevent water pollution.

Recommendation: Vote Yes.

Prop. No. 2—A constitutional amendment to give the State Supreme Court exclusive jurisdiction to determine all questions of vacancy in the offices of Lieutenant Governor, Attorney General, Controller, Secretary of State, Treasurer and Superintendent of Public Instruction. This is an effort to provide for the orderly continuity of state government.

Recommendation: Vote Yes.

Prop. No. 3—A constitutional amendment to require the Governor to submit the state budget to the legislature within the first 10 days rather than the first 30 days of each regular session and require the legislature to adopt the budget by June 15 instead of June 30 to prevent the recurring "budget crisis" of recent years.

Recommendation: Vote Yes.

Prop. No. 4—A constitutional amendment to speed up legislative consideration of public school financing.

Recommendation: Vote Yes.

Prop. No. 5—A constitutional amendment to make the meetings of the Regents of the University of California open to the public, with certain exceptions and notice requirements.

Recommendation: Vote Yes.

Prop. No. 6—A constitutional amendment to authorize the State Teachers Retirement Fund to expand the scope of

its investments. Similar authority already exists for other public retirement funds.

No Recommendation

Prop. No. 7—A constitutional amendment to add the Speaker of the Assembly to the State College Board of Trustees.

No Recommendation

Prop. No. 8—A constitutional amendment to let the State Board of Education appoint an additional Deputy State Superintendent of Public Instruction on the nomination of the Superintendent.

No Recommendation

Prop. No. 9—A constitutional amendment calling for the appointment rather than the election of County Superintendents of Schools.

Recommendation: Vote No.

Prop. No. 10—A constitutional amendment to remove the limits on interest rates on certain large loans.

Recommendation: Vote No.

Prop. No. 11—A proposition dealing with the licensing and practice of chiropractors in California.

No Recommendation

Prop. No. 12—A constitutional amendment to permit County Supervisors to set their own salaries.

No Recommendation

Prop. No. 13—A constitutional amendment to increase the tax exemption for service to disabled war veterans.

Recommendation: Vote Yes

Prop. No. 14—A constitutional amendment to exempt employees of the Lieutenant Governor from state civil service.

No Recommendation

Prop. No. 15—A constitutional amendment revising and repealing various sections of Article 20 of the Central Consti-

Extended Unemployment Benefits From New Federal-State Law

Many of the unemployed who have used up all their unemployment benefits for their current "benefit year" will get additional help because of a new law passed by last Congress and put into effect by action of the state legislature.

This is a new "extended benefit" law known as the Federal-State Unemployment Act of 1970, which permits a person covered under unemployment insurance who has exhausted his benefits to be eligible for up to an additional 13 weeks of extended duration benefits when unemployment reaches a level of 4.5 per cent, seasonally adjusted, as computed by the Department of Labor and the State of California. The seasonally adjusted rate for May, June and July, was 4.84 per cent, 5.02 per cent and 4.94 per cent, respectively.

This much information was in a letter from the State Building and Construction Trades Council to all affiliates. The State BCTC offices also noted that Assembly Bill 739 becomes effective on November 29, 1970. "Since there is a three week delay from the ef-

tution developed by the State Constitutional Revision Commission in an effort to "clean up" the Constitution.

Recommendation: Vote Yes

Prop. No. 16—A constitutional amendment to let the legislature withdraw proposed constitutional amendments or revisions proposed by it by a two-thirds vote before an election.

No Recommendation

Prop. No. 17—A constitutional amendment to remove surplus wordage from Article 27 of the State Constitution relating to social welfare.

Recommendation: Vote Yes

Prop. No. 18—A constitutional amendment to permit the use of highway revenues to de-

fective date of the law to the commencement of benefit payments, claims for Federal-State extended duration benefits may be filed with the week commencing December 20," the letter said.

Actually, applications for benefits will be accepted as early as Thursday, December 17, because December 20 is a Sunday (and the beginning of Christmas week). The State Human Resources Development office will accept claims for weeks starting Sunday as early as the previous Thursday. Mrs. Grace Harrison, manager of an HRD Unemployment Insurance office in San Francisco, says that early claims are advisable because "there will be a big mob filing for benefits in Christmas week."

Mrs. Harrison said that before a person who has used up his benefits under his current benefit year would not have to go through any additional "waiting period" before benefits were payable, but that there would be administrative delay and it would actually take three weeks before checks were received. Thus, when the unemployed person files his claim, he will be given cards for two weeks and will be scheduled to report back in the third week after New Years Day.

Once the claim is approved, extended benefits at the same weekly amount as regular benefits will be payable for up to half the number of weeks approved on the original claim. (Original benefits are established at varying weekly amounts for period ranging from 14½ to 26 weeks, depending on the amount paid into the state fund during the worker's base year.)

The new law is different from the old state law which permitted the additional pay-

ments only after the unemployment rate hit 6 per cent. Such benefit payments have not been made since 1965. Mrs. Harrison said she had not yet been informed about what would happen if the unemployment rate did go to 6 per cent. That law depends entirely on state financing.

The new law is partly financed by the federal government. Congress provided that all states will have extended benefit programs, when unemployment reached 4.5 per cent, by 1972. It also provided that a state might begin the program earlier by passing enabling legislation. That action was taken by the California legislature in passing Assembly Bill 739.

Mrs. Harrison noted that the new law requires a determination of the rate of unemployment each WEEK, rather than each month as under the older law. Therefore, whether or not a worker's claim is approved may sometimes depend on what week he has filed. Nor, for the same reason, can anyone guarantee approval of claims made for the week of December 20 by otherwise eligible claimants, although it would be unusual for the rate of unemployment to drop substantially at that time of year.

At times when unemployment is hovering close to the 4.5 per cent rate, it would seem to be worthwhile for those who have exhausted benefits to keep filing claims, week after week, unless some way of easily obtaining information on the unemployment rate is established. Once the extended benefits are approved, they will not be cut off in the benefit year unless they are exhausted or the claimant finds work or is declared to be ineligible for other reasons.

A lot of desires are nipped in the budget.

Ecologists Win Initial Round In Jenner Scrap

By RUSS SWANSON and
BOB WAGNON

JENNER DREDGING PROJECT DENIED — We feel certain that most all of the engineers in this area are well aware of the fight that has been going on by the Northern California Aggregates Company to obtain permits to begin a dredging operation at Jenner. Well, after many months of meetings the Sonoma County Board of Supervisors has voted to deny a use permit. Many things have gone into the arguments — we have written numerous letters with the hope that a number of new jobs would be available should the use permit be granted—but the ecologists and conservationists have won this round.

We are still concerned, not only about this project, but the many other projects over which the same people are leading the fight against any of the water projects. As you all know, the officers of Local Union No. 3, along with Business Manager Al Clem, have continued to fight for anything which will help the Operating Engineers. All of the proposed dams are being argued against by the opposition and, quite frankly, the entire water issue has become a political football. It should be incumbent upon all Operating Engineers to write to the legislators in their district, showing how the legislators' support is needed in furthering the cause of the working people, by providing more jobs which are most definitely needed.

To get back to the denial of the Jenner dredging — it's noted that the supervisors' decision was based largely on an earlier call by the State Water Resources Control Board for a more thorough study, which is expected to take at least a year or longer. This means the company will be unable to apply for a new permit for more than a year, if they decide to apply at all, so another 20 to 30 jobs are shot down.

WARM SPRINGS DAM — Presently, the Piombo Construction Co. is working on a five million dollar contract which, in essence, is taking care of the roads out of the bottom of the valley. At this writing plans are firm to have Mr. Gordon Miller, who is the Chief Engineer for the Sonoma Water Agency, go to Washington, D. C., to try to obtain another fifteen million dollars for the Warm Springs Dam Project, along with requests for another half million dollars for Russian River channelization work. Mr. Miller said if the fifteen million was approved it would mark the major start of the dam itself. To this date, eighteen million of the eighty-five million dollar project, has already been funneled into the county and has been used largely for land acquisition, engineering studies and construction of the Stewart's Point-Skaggs Spring Road and Rockpile Road relocations. If everything proceeds smoothly the dam should be operable for flood control in the winter of 1973 and ready for permanent storage in 1974. Good luck, Mr. Miller—we can use the work.

WORK IN THE AREA—The Gordon Ball job at Lakeport is progressing on a two shift basis and presently has about sixty engineers on the pay roll

doing the freeway job. Absco Paving (known as "Parnum Paving") has just completed the overlay job from Boonville to the coast. Lange Paving (Brother Vic Henry is a new venture with Lange Bros.) is just getting started on an overlay job along Highway 20. Don Dowd working at Geyserville on a sub-division and just getting started at Cloverdale on the sewage plant.

Blasi Construction is still working on various projects, including the Healdsburg Sewer, the Santa Rosa Creek channelization and as of this writing, was the low bidder at \$369,000 on Highway 1 construction at Jenner.

The roads are open up north at Leggett, with Fresno Paving having finished paving on the Vinnell Corp. job by-passing Leggett. Fresno Paving has also finished paving on the Guy F. Atkinson job and this stretch of the highway should be open soon. Peter Kiewit is still working but Mercer-Fraser is now paving at the Piercy job, so there is another job in its final stages.

A. Teichert & Sons at Brooktrails also in its final stages, with some equipment already moved out, however Teichert is becoming more active in this area and it looks as though they will be fairly busy on sub-divisions and on their most recent job near the Petrified Forest. Slinsen with work at Napa on sub-divisions, but about finished with the Bloomfield Highway job. A. B. Siri Construction is working a number of small jobs including work at the Sea Ranch. Argonaut Construction about the same. Hptington Bros. complete on their Hopland job and now are working in Napa. Rock, sand & gravel plants all busy, including Basalt and Windsor Sand and Gravel and Reiman and Garrett. There are many other projects, but as can be seen, we are quite scattered and fairly busy.

NEGOTIATIONS — Remco Hydraulics at Willits, after many day and night meetings with both the employer and employee representatives, along with Local 3's Vice President Dale Marr, has now reached a three year agreement with this Local Union which has been ratified by the employees.

FISHING — There have been many comments as to where that fishing hole is that was reported in the August Engineers News. Well, I am still not telling, and my good friend Hank Dunsing, has an unlisted phone so you will not be able to find out details by phone. However, Hank is retired now and can be seen most any Wednesday morning in our get together's held at the Ukiah Labor Temple. He is real interesting to talk with because he can recall having worked on most of the Northern California roads, and has many recollections of the old contractors who are no longer in business. Hank is of German extraction but has learned lots of secrets as a sportsman from his Indian friends. Come to the Labor Temple in Ukiah on a Wednesday morning—we talk about everything in general and have information available for almost anything pertaining to the union benefits.

Beale Air Force Projects For \$2 Million Okeyed

By HAROLD HUSTON
District Representative and
Auditor

BROTHERS ARE HONORED AT MARYSVILLE DISTRICT MEETING—We want to take this opportunity to personally thank all the 158 brothers who took time out to attend the district meeting held in Marysville on October 8, 1970. This continued support of your officers and business representatives will keep your local union the strong organization it is.

Our Business Manager and International Vice President, Brother Al Clem, could not attend this meeting due to the fact that he was out of the State on Union business. The Brothers in this district look forward to seeing Brother Clem; we know with the heavy work load he has, he cannot make every meeting. Your Officers, Brothers, Don Kinchloe, Treasurer, and T. J. Stapleton, Rec. Corr. Secretary, who conducted the meeting, gave an excellent report on the business of your local union.

Brother George Freeland was given a **GOLD LIFE TIME MEMBERSHIP CARD**. The Gold Life Time Membership Cards are given to those brothers who are retired from the trade and have at least thirty-five (35) years of continuous membership in Local Union No. 3 and in one of the original local unions amalgamated into Local No. 3. Brother Freeland, an old timer in Local Union No. 3, is now retired and living in Paradise with his lovely wife, Carol. He is real proud of the many benefits his family now enjoys, that have been negotiated by your officers over the many years. He has been a real journeyman at the trade, but you could always depend on him to attend Union meetings and take a real active part in this great organization.

Brother Freeland's hobbies are gardening, making furniture for the house, and fishing.

The best of luck (which you so richly deserve) is extended to you and your wife from all of us.

Brother Leland Lucas, who also lives in Paradise, California and is still working at the trade, received a Certificate of Achievement which states the following:

"This is to certify that Leland Lucas had completed a quarter of a century or more as a loyal and dedicated member of the Operating Engineers of the International Union of Operating Engineers affiliated with the AFL-CIO and is hereby honored by the officers and members of Local Union No. 3 with this certificate and accompanying twenty-five-year pin."

In talking to Brother Lucas after the District meeting, he told me how proud he is of Local No. 3. It was a great honor for me to have my picture taken with Brothers Freeland and Lucas.

FUNDS APPROVED FOR \$2 MILLION IN BEALE PROJECTS—Final approval has been given for funds for nearly \$2 million in Beale Air Force Base projects.

The projects are a \$1,364,000 warehouse and a \$590,000 aircraft maintenance building.

Congressman Robert L. Leggett, D-Vallejo, announced that the two projects were included in the final budget adopted as of yesterday and Leggett had been assured that the funds would be spent for them.

Funds for the two projects were in and out of the military construction budget at various times this year. At one point, the House Armed Services Committee approved the military construction bill after cutting the funds. Later, the warehouse project was put back in the bill on the floor of

the House at the request of the Committee Chairman.

FREWAY OPENING SHORTENS 'BLOOD ALLEY'—Ceremonies marking the opening of a 12-mile section of the Interstate 5 freeway south of Willows to Maxwell, Colusa County was held at the Riz Road overpass, three miles south of Willows.

Opening of the \$5.7 million section of four-lane divided highway was announced by W. L. Warren, District 3, Highway Engineer in Marysville.

With the opening of this freeway section, the remaining portion of Temporary Interstate 5, which has earned the name of "Blood Alley" due to its high accident toll, will be reduced from 25 miles to 13 miles between Maxwell and Williams in Colusa County. The high accident ratio on this 25-mile section of two-lane highway prompted the initiation of a safety research project in February, 1969, which has been hailed by highway officials as a significant success. For over a year motorists driving this two-lane highway section have been advised to turn on their headlights during daylight hours to alert oncoming drivers to the hazards of passing. However, last week, three persons were killed and a number injured in one four-day period on Blood Alley.

With the opening of the new section, motorists will have uninterrupted freeway from Maxwell to Williams is scheduled for completion in the fall of 1971, totally eliminating Blood Alley and providing freeway travel from a point near the Yolo County line to Shasta County.

Completion of Interstate 5 through California, anticipated in 1975, will provide a north-south route extending 1,380 miles from Mexico to the Canadian border.

More Survey Notes...

Continued from Page 5

The suggestion is not surprising and it will be interesting to see how the idea progresses in our Engineering Training Schools and Universities.

November 4 is almost here, so don't sit on your rump, get out there and vote and encourage your neighbors, relatives, and fraternal brothers to vote. For as you well know by now, it's a very important election.

By Marty Coopender

Many years and much water under the bridge, but finally, as of last month, we would like to welcome aboard the Spink Corporation of Sacramento, with Mike Womack and myself present at the agreement signing, with Don Dean and Jim Edwards for the Spink Corporation. Lee Scheuring, attorney for Spink, was also present. They bring with them about 12 new tech engineers, who average about 10 years with the firm. Dwight Rankin will be the shop steward.

We also want to welcome another signatory firm in Sacramento, Metropolitan Engineers, formerly with us, but for a while inactive due to lack of work. They have several good

job prospects coming up and have signed again in anticipation of hiring a crew of two in the near future.

We have also talked to Yolo Engineers of Woodland, Bailliff & Butz and Glenn Williams, both of the Sacramento Area, Carmichael and Fair Oaks. Have had inquiries from several other firms in Northern California and it shouldn't be many more weeks till we can have a real solid front with almost all of the firms in Northern California signed up. With the Western Association of Engineers and Scientists falling apart and M.E.B.A. unable to attract the people back, we have never been able to make considerable inroads with all of these firms.

In keeping up with the times and advancing to meet them, we have a new instrument firm, opening offices in San Francisco with a new surveyor's tool, light weight, low cost, theodolite, mounted distance measuring instrument that reads out in feet automatically once each second, so that you can actually do lay-out work with it as well as the usual survey work. It is accurate to 0.02 feet to a 4,000 frontage. The firm, Carrol & Reed, Inc., 445 Washington St.,

San Francisco, sales and service headquarters for the United States.

We have been unable to make any kind of a monthly trip to outlying areas like Lake Tahoe, or Nevada, due to quite an extensive drive in organizing in the Sacramento area with survey firms and City and County of Sacramento. We did get over to the Lake on a quick trip last month and all firms seem to be about par to last month; no big layoffs yet, no snow, and prospects are for a good work load, as long as the snow holds off, and as soon as it is gone next year. All of the firms in the Sacramento area are still carrying their same crews and keeping busy, but prospects are no better now than last month for any new dispatches. The picture doesn't look good, so hang tight to whatever you've got.

In closing, we hope you have all registered to vote in the coming election and that you will take a good look at what you are voting for. Talk labor candidates to friends, neighbors and family and get out the vote to attend political rallies and find out who, why and what for they want your vote. Be sure and vote!

Some Work Moving In Eureka

By RAY COOPER
and GENE LAKE

ADDITIONAL SMALL PROJECTS HELP REDUCE OUT OF WORK LIST IN EUREKA. Some of the smaller projects that are finally beginning to materialize here in District No. 40 are as follows: Earl Nally Enterprises of Rio Dell recently submitted the low bid of \$101,673 for a repair project of Hiway 36. East of Bridgeville. This will remedy the slip out which has been a constant maintenance problem for years. We understand this job has a very short time limit hence the good Brothers will be getting some over time.

Art Burman has a couple of dozers at work on his slide project west of Bridgeville. Before long his scrapers should be arriving. This job is not a big one but is a tough one because the road must be kept open to traffic at all times. It sounds like another storm repair project will be let in the near future just west of the Burman job. The work will involve embankment restoration and rip-rap slope protection where the road parallels the Van Duzen River.

On Hiway 101 just south of the Fortuna over head the Division of Hiways will soon be calling for bids to repair damaged roadway embankment. They plan to extend rock slope protection where the Hiway parallels the Eel River.

During last winters' storm the river cut deeper into the bank south of the pilings which had been driven there last year, also, there has been a change in the river channel which necessitates more extensive repairs now.

The embankment will be rebuilt and approximately 8,000 tons of rock will be placed as a deterrent to future stream damage.

Further south on Hiway 101 near Myers Flat, Johnson Structures of Eureka submitted a low bid on another storm damage job. Here again the work will consist of embankment restoration, rip-rap etc.

C. L. Chaney is coming along nicely with his little project at Bull Creek. Although the job isn't too big money wise it will keep a couple of the Brothers off the out-of-work list until late fall.

The Blue Slide Road is also slated for some repair work in the near future. This is perhaps an excellent example of foresight, as we recall the flood of 1964-65. At that time the Blue Slide road was hardly more than a trail between Rio Dell and Ferndale. Due to Hiway 101 being completely closed just north of Rio Dell all overland traffic to Eureka had to be detoured over this steep and narrow and little used road. Considering the unpredictability and severe nature of a Humboldt County winter, who knows when the Blue Slide Road might again be the life line into Eureka.

John W. J. Peterson has finished his Forest Service job east of Orleans and will probably be picking up another one shortly.

Dave Wilkens after running in 2nd place all summer long finally picked up two in a row. Both jobs appear to be coming along nicely. The larger of the two contracts, the Herrick Road project, just south of Eureka will certainly be an asset to the people living in the Pine Hill district as it will eliminate a very dangerous section of road.

Rumors are that a couple more of these small projects will soon be let. Naturally we look forward to the large and longer lasting jobs but the economy being what it is today were not turning up our noses at any project no matter how small as long as they all provide at least some work.

Granite Construction Company is still rolling along in high gear on their Blue Lake job with over one hundred Engineers on the payroll. Last week Superintendent "Tap" Fausey estimated the job was approximately 65 per cent completed. Now this may sound like Granite will soon be going into the finishing stages but when you consider the project is twelve miles long there still remains a lot of work to be done. Most of the Brothers employed here can look forward to another good season next year.

Further up the mountain at Berry Summit Ray Kizer Construction Company has cut back to one shift, with some of the rigs being shipped out to other jobs. Another three weeks should wrap up the dirt.

Mercer Fraser Company is right on Kizer's heels here at Berry Summit with the base rock and paving. These materials are being supplied from their Willow Creek plant. The Kizer job at Stafford is within 200,000 yards of being topped out. The bridges and overpasses will be constructed later this year by K. S. Mittry of Anderson, California, paving and base rock by Mercer Fraser Company.

The Humboldt Bay Bridge from Eureka to Samoa is now becoming to take on the appearance of a bridge as 50 per cent of the beams are in place. Guy F. Atkinson is again in a slack period awaiting the arrival of another barge load of beams. Completion of this \$5 million project is early 1971.

The Trinidad Freeway project has been dedicated and traffic is now flowing over another much needed 6 miles of freeway in these narrow, winding roads of the Northern Redwood Empire. Redwood Empire Aggregates are in the process of finishing the over lay on the old Highway 101 which will be a scenic route along the ocean for the tourists.

Eugene Luhr Company is back in the area working on the upstream addition to the Crick Levee. The rock will come from their quarry located at Klamath. This is only an \$85,000.00 project but will put them in a position to sharpen their pencil on the bidding of the Klamath Levee job which is to be advertised in December this year.

Granite Construction Company and their well qualified crew of Operating Engineers will have all the dirt moved on the Crescent City Freeway job by the 1st of October. Our thanks to Brothers Nick Pokovich, Project Manager and Walt Gavrilko, Superintendent for their fine cooperation.

Art Burman has completed his sub-bid on the clearing and excavation for the Lake Earl Drive job in Crescent City and Redwood Empire Aggregate will complete the base rock and paving. The aggregate and black stuff will be furnished by their crew at the North Coast Paving Plant at Smith River.

Back into the hills of the Six Rivers National Forest about 35

miles off the main highway the dust and black (should be white) smoke of Mercer Fraser's Crusher and Hot Plant are making the Big Flat forest service road look like a freeway. Above the Big Flat road into Summit Valley Ray Kizer Construction Co. is moving right along on another 6 miles of new Forest Service Roads. Because of the high altitude on this job, the snow will shut them down before the rains.

The Humboldt Bay Jetty job is picking up momentum, therefore putting a few more Engineers to work. The automatic Concrete Batch Plant is now in operation producing concrete

for the huge concrete blocks. Forms for the "Doleses" are being set up and ready to be poured. The "Dolesse" is a cuff-link like shape or, like cement goal posts with the ends twisted at 90 degrees. There will be 4,200 of these forms, weighing 42 to 45 tons each.

At the present time the 3900 Manitowoc is loading rock onto the Euc's and being transported to the end of the Jetty, where the 20 ton rocks are being placed by the 150 ton American.

Brothers, we hope by the time you are reading this article in October, that the good workable weather is still with us and we have a late spring.

Real Ben Franklin

Ben Franklin and his printing press was a star attraction at the recent AFL-CIO Union-Industries Show in New Orleans, La.

Ben Franklin — that's his real name — a member of the International Printing Pressmen's Union was dressed in a colonial costume. He used a cast iron Washington hand press, circa 1872, and distributed documents about the original Ben Franklin and about the father of moveable type, Johann Gutenberg.

Rule of Thumb

A reliable rule for estimating the cost of living is to take your income and add 25 per cent.



HIGHEST AND WIDEST span of the Eureka-Samoa bay bridge gets the first of four girders, as three workmen atop the far pair are dwarfed by the giant crane and structures. The first two barge loads of the specially fabricated girders arrived from Tacoma, with another due soon. The rest of the 164 required will arrive by the last of October. The \$5.25 million State Division of Highways is expected to open to traffic in mid-1971.

Five Day Strike In Hawaii

By HAROLD LEWIS, Trustee and Sub-District Representative, Business Representatives WALLACE LEAN, BERT NAKANO, WILFRED BROWN and VALENTINE WESSELL

GCLA NEGOTIATIONS COMPLETED—A two-year agreement has been reached with the General Contractors Labor Association for the State of Hawaii which at this time is subject to ratification of the membership. This agreement was reached after a five day strike. Watch for more information regarding this new agreement in the next issue of the Engineers News.

NEGOTIATIONS IN PROGRESS AND TO COMMENCE—We are presently negotiating with E. E. Black, Ltd. for a new Shop Agreement and will soon be negotiating with J. M. Tanaka Construction, Inc. for a Shop Interim-reopener negotiations for employee benefits and wages will soon commence with the Asphalt Paving Industry, Demolition Industry and the Hook Industry. These three industries involve a total of twenty-one contractors.

See HAWAII Page 10

Conservationists Stall Mineral King

By CLAUDE ODOM, BOB MERRIOTT and HAROLD SMITH

MINERAL KING PROJECT—"IT'S IN COLD STORAGE"—The \$35 million winter sports paradise envisioned here in the nearly virgin wilderness of Sequoia National Forest already is four years behind schedule, but officials say it is far from dead.

While the U.S. Forest Service and the staunchly conservationist Sierra Club continue battling through the courts, Walt Disney Enterprises can only table the project and wait.

"It's in cold storage," stated the project director for Disney. "No thought is being given to dropping the project. It doesn't cost us anything to maintain our position."

The Mineral King village and ski area, one of the last major plans masterminded by Walt Disney, was originally scheduled to open in the fall of 1971 with final completion planned for 1973. With court litigation still pending and no end in sight, officials now say opening could be in 1975 at the earliest, but is likely to be much longer.

Gordon Ball has dropped back to a one shift operation on their Master Drain job, 26 miles from Gustine to Dos Palos. At present they are using Cat 633 and Michigan 210 Paddle Wheel

Scrapers. They have been using large Poclaine Backhoes for their rough going, as they have several swamp areas. Approximately 23 engineers are working 10 to 12 hours a day on a five-day week. They have moved about 70 per cent of their dirt and are ready to bring in their trimmer and liner.

H. E. Graf & M. Dubach have about 50 per cent of their dirt moved on their 17 mile stretch of Interstate 5 starting as Highway 152, Los Banos and running south to the Merced County line. Graf is working one 8 hour shift and Dubach is going with two 7 hour shifts. They have good dirt and should go into the winter with no trouble.

Flintkote has a variety of projects going throughout the Los Banos area. Their rock plant has been going steady and they subbed out about \$159,000 of road work to Wm. Brewer Co. on Russell Avenue west of Mendota.

R & D Watson has a 5 mile stretch of road above Huntington Lake and are working about 15 engineers six days a week 10 hours a day trying to beat the snow.

C. W. Wood & Sons have a two mile section of forest service road at Wishon Lake and

are in about the same stage as Watson, in so much as the weather is concerned.

Anderson Construction out of Redding has finished 16 miles of forest road work, mainly removing small slides.

Just below Huntington Lake Flintkote, Hood Corp., Darkenwald and Thomas Construction are still going strong on the Boise-Cascade project around Lake McClure.

Thomas Construction has started their Tollhouse Road job and should put in some good hours as they have approximately 200 days to complete their part of this job.

Eastco, Hughes & Ladd have about \$1.2 million on 1.2 miles of Highway 49 between Mariposa and Oakhurst. About half of the money will go for a bridge and structures.

Toledo Engineering has been keeping a good sized crew of engineers busy putting up their glass factory at Madera. They have been using hoists, forklifts, welding machines. General Crane of Fresno has been busy on this project too.

E. H. Hathaway has been going good on their Madera Hospital job.

Fulton & Sansone has started their Interstate 5 job from Kettleman City south to the Kern

County line. This job has approximately 2 million yards of dirt to move, also the drain pipe and paving with 300 working days. They will use 657 scrapers on the roadway excavation and are planning on a three axle spread for the barrow and long haul. They will be working long hours and will have 30 to 40 engineers at the peak.

Fresno Paving was the low bidder for 19 miles of plant mix paving from Johnsondale north to Freeman Creek on the Lloyd Meadows Road. The elevation is 5,000 feet so it will be a hurry up job if they plan to finish this year.

Madonna Construction has started their overlay on Highway 43 from Elkhorn Avenue south to Highway 198. They have 9 miles here, then they will move to Cedar Grove where they have approximately 18 miles in the subsistence area. Madonna also has another 14 miles to do on Highway 41 in the Lemoore area.

Matich & Dennis have approximately 16 engineers on their Interstate 5 job and will be calling for more as soon as they get enough water for the compaction. They are pumping their water from the San Luis Canal over 5 miles away.

Unique Operation Saves Member With Bad Heart

A spokesman for the heart surgical team at Valley Children's Hospital thinks the time is not far off when persons facing death from coronary heart attacks can beat an untimely demise through an emergency surgical procedure.

The spokesman, whose name can not be used because of medical ethics, says the team of specialists now has the know-how and the expertise to perform delicate and intricate procedures deep within the heart that were only dreamed of a few years ago.

One of the latter involves a disease in which the major blood vessels (coronary arteries) providing nourishment and oxygen to the vital heart muscles become clogged, or occluded, and hence useless. In time, the heart, deprived of sustenance, dies.

Since last January, the team has performed 20 operations on persons with occluded coronary arteries. All are alive and well. They did the 21st recently as part of a three-way operation that gave a Chowchilla man a tailor-made heart that should keep him alive for many years.

Joe Lewis, 47, a heavy duty repairman, sustained four heart attacks in the period between 1965 and 1970. After the last one, he was brought to Valley Medical Center in Fresno where exhaustive heart studies were made in the catheterization clinic.

"The man was terminal (near death)", the spokesman says. "Two of his three coronary arteries were occluded. A large aneurism had formed on one side of his heart, and the valve between the left atrium and left ventricle was inoperative."

The aneurism, which resembles a bubble on an innertube, was formed of scar tissue that developed in that area of the heart muscle that had died from the occlusion of one coronary artery. Inner pressures bulged the weaker tissues alarmingly.

"There was a constant danger a clot would be washed into the blood stream and carried to the lungs or the brain, causing death or paralysis," the surgeon says.

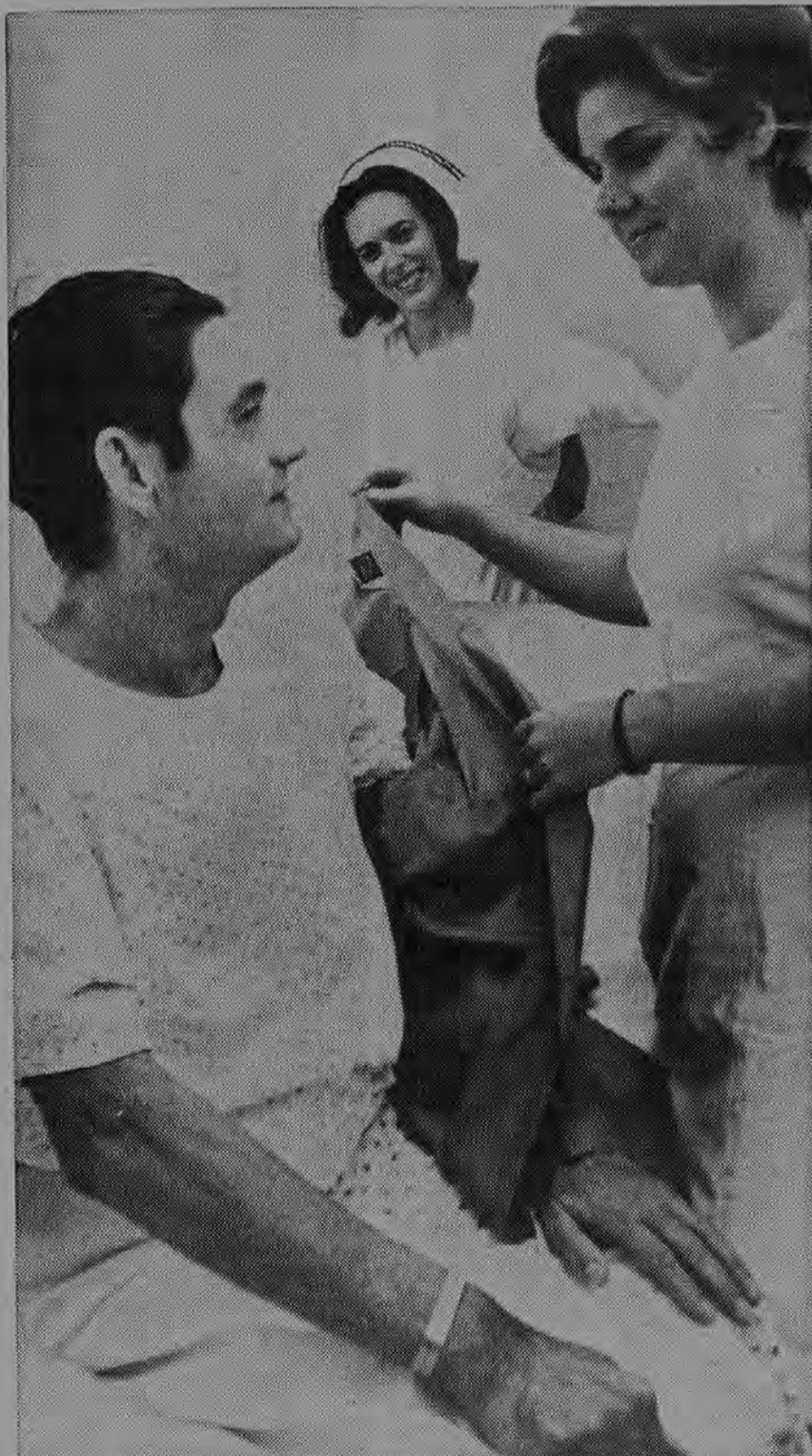
The three-in-one operation involved putting Lewis on the hospital's heart-lung machine which, as its name implies, does the work of his own organs while the surgery proceeds. Another term for this is "heart bypass."

The earlier tests indicated that beyond the clotting in the right coronary artery there was an open channel to the smaller vessel that sustains the side of the heart. There was none in the vessel on the far left.

After the chest was opened and the heart itself exposed, a surgeon made an incision in Lewis' thigh and cut off a seven-inch long piece of a large blood vessel. While he closed the wound, the head of the team went to work with the section of vessel.

"We made a hole in the coronary artery above the occlusion, and sewed one end of the vessel into it," he explains. "The other end we sewed into the artery below the occlusion, making a bypass, or shunt, for the blood to follow to part of the blood-starved heart."

A device made of teflon, plastic and metal was stitched into the area where the mitral valve had failed. The device is a prosthetic valve that works on the same principle as a normal, healthy human heart.



LUCKY TO BE HERE is Brother Joe Lewis of Chowchilla shown here getting help from nurses Barbara Badertscher, right, and Barbara MacPherson as he prepares to leave Valley Children's Hospital following a "three-in-one" operation for a bad heart. A heavy duty repairman, Brother Lewis sustained four heart attacks between 1965 and 1970.

Vallejo Work Now Brightening

By AARON SMITH

WORK INCREASING IN VALLEJO

Looking at our over-populated work list and comparing it with the new contracts awarded work and jobs are finally looking up for the Vallejo area.

The largest job in the area is the new Kaiser Hospital with the lowest bidder being F. P. Lathrop from Berkeley for the sum of \$11,900,000.00 which will take a host of engineers off our out-of-work list.

The excavation of this job is now in process by Syar & Harms, and the erection of the building itself will take place sometime in October.

Granite Construction Company of Watsonville was the low bidder at the Travis Air Force Base job, for the sum of \$4,600,000.00 which will start in the near future.

Solano Concrete was the low bidder on the Cordelia Water Project at Cordelia; it will last through most of the winter.

Clyde Plymell's \$212,000.00 job at Napa will also help the workload. Clyde has just completed the excavation on the new Burgland Tractor Company at the location between Napa and Vallejo.

Joe Ramos is still working strong on the Napa Sewage plant on the new pipe line leading to the plant.

Fedrick & Sundt job at Mare Island is still in full force and are expected to carry out through most of the winter.

Syar & Harms are still carrying the bulk of the work force throughout Solano and Napa County with an estimated 67 Operating Engineers employed for them at the present time, although they are small jobs.

The Brothers at the Basalt Rock Company are very happy with the New Rock, Sand & Gravel agreement.

More Hawaii

Continued from Page 9

Negotiations for a renewal agreement with the Trucking Industry is also expected to commence. Union's proposal ratification meetings will be scheduled shortly. The Trucking Industry involves seventeen hauling contractors.

ISLAND OF MAUI—The Wai-alea Project on the Island of Maui is a planned community with shopping centers, golf course, house lots and hotel areas. Wai-alea means "City of Flowers" and is located on 1 1/4 miles of white sand beach, considered by many as the most beautiful in the State of Hawaii.

Swinerton & Walberg is the general contractor for the Wai-alea Project and Fong Construction Co. is presently doing the golf course.

Work on the 1,500 acre project is geared for 10 years which means lots of work for our brothers who live on the Island of Maui.

WORK PICTURE—As of this writing, construction work is still slow and our out-of-work list is still growing steadily. Although some work has been let, it has not been enough to balance the work that is being completed or has been completed.

At a cost of \$400,000, J. M. See HAWAII Page 13



LOCAL UNION No. 3 members and their wives meet the candidate for State Senator, Mike Peevey, during a V.O.T.E. pre-election rally in San Rafael. Shown (l. to r.) are Mrs. Florence Harms, Peevey, Mrs. Helen Hahne and Brother Henry Hahne. Mike, who is strongly endorsed by labor throughout Napa, Solano and Marin Counties is expected to be in a close finish with his liberal Republican opponent who has strong support from Marin conservationist and anti-construction forces.

Novato Tops Construction Expenditures For Marin

By AL HANSEN

NOVATO TOPS IN BUILDING—July construction activity within Novato's city limits had a total value of \$545,920, highest of all cities in Marin. San Rafael was second highest for the month, with total construction value of \$516,255. Construction in Novato for July consisted of 20 residential units valued at \$475,920, one commercial permit valued at \$1600 and 24 other permits with a value of \$68,400. In addition to the city total, Novato's unincorporated area had \$90,935 worth of construction in July.

TOWNHOUSES FOR PLEASANT VALLEY—Plans for a 52-unit townhouse development in Pleasant Valley were approved by the city planning commission. The units will be clustered on the most level part of the 16-acre property, located south of Pleasant Valley Unit Four. It will be a condominium development, with a homeowner association being responsible for maintenance of the areas owned in common. Part of the hilly area will be set aside as a greenbelt, with public access. A soils report showed one area might be unstable, and the building proposed below this area was deleted from the plan at the suggestion of the planning staff. The development as planned will not require an increase in the size of the sewer main on Center Road, but if similar increases in density are allowed in this area it might be necessary to expand the capacity.

CLASSES ON BOAT HANDLING SET TO BEGIN—Free classes in piloting, seamanship and small boat handling will be offered at three locations in Marin. The United States Power Squadron's classes run 13 weeks and cover all phases of power and sail boating, including aids to navigation, charts and piloting, equipment and government regulations, safety afloat, rules of the road and small boat handling. They are open to anyone over 16 years

of age and are taught by experienced local boatmen. Registration will be taken at the opening session September 2 at Redwood High, September 10 at Novato High and September 15 at San Rafael High. All classes start at 7:30 p.m.

THE KEY TO CUTTING COSTS OF BLOOD—IF YOU—or a relative or a friend—have a serious auto accident, you may require 50 to 100 pints of blood to save your life, at a cost of \$3000 to \$5000 for blood alone. If you—or a relative or a friend—should be stricken with an illness involving severe hemorrhaging, your need for blood transfusions could soar to 1000 or more pints. Multiply these needs by \$40 to \$50 a pint and the costs become astronomical. You surely prefer to ignore the prospect, but one in 80 of us will need a blood transfusion just in the next 12 months. This year our national blood consumption will top 6.5 million pints, over and above the blood needs of our military personnel in Vietnam and elsewhere. The average price for a pint of transfused blood is now \$37, although the cost may range from \$15 to \$60 a pint.

We are saving more than \$100 million a year by voluntarily donating 80 per cent of our national blood needs. But out of 110 million possible donors, only 3 million are supplying the nation's entire needs. If a mere 6 per cent of today's eligible donors contributed only one pint a year, our deficit would be wiped out.

YOU THE VOLUNTARY donor, are the key. You can not only contribute blood for the benefit of others but also can build a blood "bank account" for future use wherever and whenever needed. You may do it through our local union office—we will be most happy to arrange for the appointment.

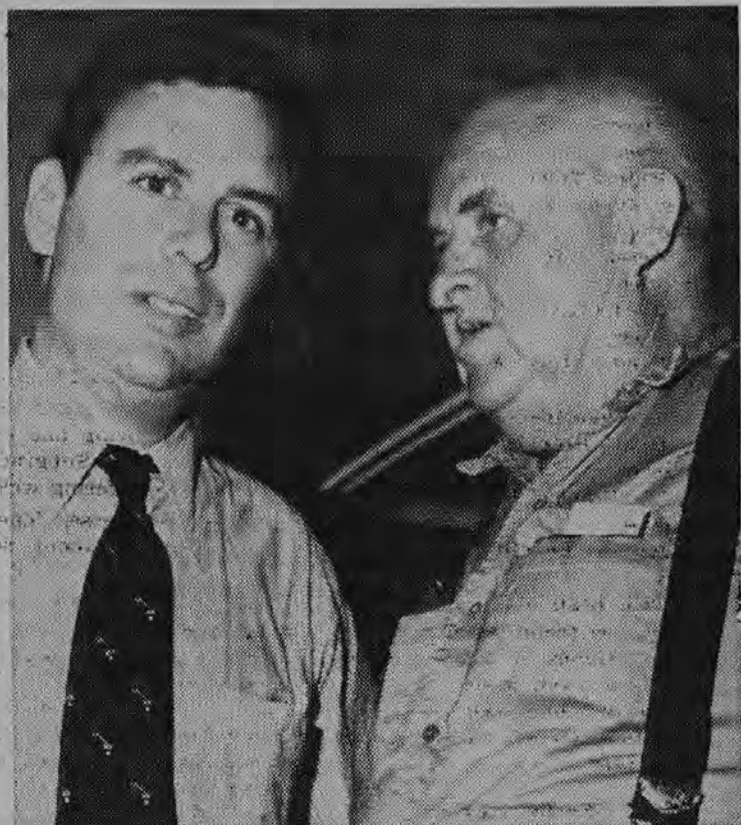
A WORLD IN CHANGE—SOME FACTS AND INSIGHTS—A huge "jet bus" plane, with a 750 passenger capacity, is under serious study for inexpen-

sive trans-Atlantic travel.

A machine can print in 12 minutes the findings of 12 chemical tests of one sample of blood.

"Innovation, rather than being an assertion of human power, is an acceptance of human responsibility."

Shoulder Your Responsibilities—The really big problems that plague mankind today seldom come "out of the blue." Usually they happen because one person after another takes a "let George do it" attitude. They let go of that portion of leadership—however small—which in the divine plan each individual can and should contribute. A national magazine ad-



DEEP DISCUSSION on problems of unemployment, anti-construction bills and the increased cost of medical care were the key topics as Democratic candidate Mike Peevey met with members of Operating Engineers Local Union No. 3. Peevey, seeking election as the State Senator representing Marin, Napa and Solano Counties, talks with Brother Yates Hammett following a meeting with union membership and their wives in San Rafael.

vertisement recently underlined the big weakness in this approach when it pointed out that "soon there isn't anybody else left. Everybody is on that selfish bandwagon. And then it's you who pick up the check for your own past self-indulgence. The advertisement concluded: "It's you who have to carry the same responsibility you thought you were shifting to other shoulders."

Take stock of your duties and responsibilities—at home, on the job, in community affairs and in every other situation where your irreplaceable contribution of leadership is needed. Be quick to meet your obligations rather than dilly-dally or neglect them altogether.

DARE TO BE INVOLVED—After their station wagon plunged down a steep embankment in Herkimer, N.Y., a 32-year-old woman painfully dragged her husband and five small children from the car only seconds before it burst into flames. Then she struggled up the slope to the highway to seek assistance. A car had stopped and its driver was observing the wreckage below. "Help me!" the frantic wife pleaded. "I'm sorry," said the man, "I don't want to get involved." And with that he sped away. Other motorists came along and brought the entire family to a nearby hospital.

Public apathy when others' lives are threatened seems part of a frightening trend. More and more individuals want to look on life from a safe distance. This tendency to avoid "getting involved," contributes to the very social and moral breakdown that people fear.

Show leadership intelligently, courageously and promptly when the physical or spiritual welfare of your neighbor is in danger.

GIVE MORAL SUPPORT—One man is resolutely continuing in public office despite temptations to compromise with inefficiency and corruption—or to quit altogether and return to his own private interests. A leading factor in his determination to persevere has been the moral support given him by his wife. She exerts an indispensable form of leadership by encouraging her husband to serve the best interests of everybody.

SF Airport Construction Shows A Continuing Steady Increase

By BILL RANEY &
DICK BELL

Work at San Francisco Airport has increased during the past two months. Homer J. Olsen Co. have started their job at the main airport entrance which will complete the widening of the main entrance to five lanes each way, an underpass, additional parking space and some work on the south terminal.

United Airlines have let another job at the airport, this will be a building enlargement and an addition to existing engine repair and maintenance buildings along with administration and office space at a cost of 10 million plus. Haas & Haynie are the prime contractors on this project.

Swinerton & Walberg's job on American Airlines 747 Hangar is progressing nicely with a new experimental construction method working smoothly. This is a type of pre-fab construction never before tried on this large of a building. The roof sections are assembled on the ground with the sprinkler system for fire control installed and the sheet metal roofing goes on and then jacked into place.

L. C. Smith's job on 280 freeway is still ahead of schedule with the concrete down on half

the job (southbound lanes). Syar & Harms did the import base on this job plus the concrete paving with a batch plant set up on the jobsite.

Fisk, Firenze & McLean Co. has started their widening of Skyline (Rt. 35) at the Skyline College turn off in San Bruno. This job will ease the traffic problem at the college intersection and future jobs on Skyline in this area designed for 4 lanes of traffic.

Freeman Sondgroth Co. has started their job in Daly City on the extension of St. Francis Blvd. which will be State Rte. 1 when completed. This is a much needed improvement and will tie State Route 1 into 280 Southern Freeway system.

Peter Kiewit Sons' were low bidder on State Route 380 in San Bruno. This will link up Highway 1 Interstate 280 and 101 Bayshore. Kiewit Co's portion is to construct on and off ramps and overpass for the S.P. tracks, etc. This job will not link up with the Bayshore Freeway. The Bayshore link up will be let on another contract at a future date.

E. W. Hahn Co. job at the "old Tanforan Racetrack" site is nearing completion. This is a much needed shopping center complex in San Bruno with a

complete Sears retail store (due to open soon) and a "mall complex" of shops, with a Penneys store just being started on this site.

McGuire & Hester Co. has started their improvement of Sharp Park Road job, also a much needed improvement for coasts residents. This is a "tight quarters" job due to rough terrain and heavy traffic most of the day.

3100 Foot Dock For Mitsubishi

Mitsubishi Heavy Industries Co. reported it has received government approval to build what it said would be the world's largest drydock at an estimated cost of \$77.7 million.

Mitsubishi said the drydock, to be built in Nagasaki in Western Japan by September 1972, would be 3,184 feet long, 328 feet wide and 48 feet deep. Mitsubishi said it would be about 350 yards longer and six yards wider than the present world's largest drydock in England, owned by Hartland & Wolf Co.

Utah Jobs Speed To Beat Winter

By TOM BILLS,
WAYNE LASSITER,
KAY LEISHMAN and
VICTOR LONG

The fall of the year is upon us and, as every year about this time, the contractors are racing against time to finish up jobs before the snow flies. Industrial Construction at Dell and Cox Construction at Low are hurrying to get the oil down while the weather holds.

Ralph M. Parsons job at the National Lead Site has been an off and on proposition. Material has been slow coming in. At the present time the job is out of the ground and should be a fair winter job.

W. W. Clyde and Christiansen Brothers Joint Venture on the L. D. S. Church Office Building is in full swing, employing approximately ten engineers. Brother Warren Iversen is Steward.

The work on the Redwood Road overpass on I-80 by M. Morrin and Son Construction is almost completed. When opened, the three structures will return Redwood Road traffic to normal. The next section to be built will run 3.5 miles west of the present stopping point, past Salt Lake International Airport. This section, however, is now scheduled for several years. Another 8.4

miles is scheduled for 1973, taking I-80 to Saltair, where it will link up with a section of freeway in use for several years.

We would like to point out to you Brother that now would be a good time to get that extra training, that would be so beneficial to you, at Rancho Murieta. Don't wait until all the good weather is gone. This is good training weather now. Many of you may not realize it, but your local Job Placement Center will contact you at Rancho Murieta if a job opportunity is available and you can be on your way home within two hours to pick up your dispatch.

The current cut-back in Federal highway funds indicates that there may be only one way to save the Highway Trust Fund from any future cuts or raids—MANDATORY LEGISLATION. Why not urge your representatives in Washington to support such legislation?

You are paying taxes every day for the specific purpose of giving you better and safer highways, which in turn strengthens the economy of our country. There is now a definite threat that the highway user's tax may be spent for other purposes by the Administration, and road construction curtailed. We are asking for your help to avoid a dangerous threat to you and other members of industries not directly connected with construction.

Your Local Union has always been convinced that highway user's taxes should go into highways, and not be diverted to other uses. We oppose cutting down funds for needed highway construction, and believe the Highway Trust Fund should be continued through 1985, and used for highway purposes as originally conceived.

Let's all stand up and be counted in support of continuing one of the fairest taxes ever enacted. The highway construction industry needs YOU as a lobbyist in Washington to urge or procure the passage of legislation to protect the needs and rights of the highway user.

Roads, tunnels and dams. This is the work picture for this Fall in the Utah Basin area. Coming up for bid in the very near future is the construction of the Soldier Creek Dam, located on the Strawberry River 39 miles southeast of Heber, Utah. The dam will be a zoned earthfill structure about 250 ft. high and 1,290 ft. long. The lower outlet works will consist of an intake structure, a 6 ft. diameter tunnel, a gate chamber, and 8-ft. diameter horseshoe tunnel, and a covered stilling basin. The upper outlet works will consist of a two-level intake structure, a 6-ft. diameter tunnel, a gate chamber and adit, an 8-ft. diameter tunnel and a covered chute and stilling basin. Work will also include constructing 7.4 miles of access road extension, and a service road. On the Central Utah Project, located about 42 miles west of Duchesne, bids are to be let on the Currant Tunnel (1.7 miles long) and Layout Tunnel (approx. 3.2 miles long). Also, Layout and Waterhollow Creek Siphons.

Bright Spot for Construction Men

SF Skyline Continues Spectacular Growth

By A. J. "BUCK" HOPE
Financial Secretary &
District Rep.

There have been no less than 13 financial district towers of 30 stories or more completed during the past ten years or currently under construction, in San Francisco.

Add to this the fact that seven other developers have announced plans to build more skyscrapers in the financial capitol of the West.

Buildings completed or under construction include:

Bank of America Headquarters, 52 stories.

Security Pacific Bank, 45 stories.

Hilton Tower Hotel, 43 stories. Wells Fargo Building, 43 stories.

Aetna Life and Casualty, 38 stories.

West Coast Life Insurance, 37 stories.

Pacific Gas & Electric, 34 stories.

Hartford Insurance, 33 stories.

Hyatt Hotel-Union Square, 32 stories.

St. Francis Hotel Tower, 32 stories.

Mutual Benefit Life, 31 stories.

This beats the Los Angeles high-rise scene almost double. Two studies published recently show seven 30-story or above projects completed or under construction of January 1 of this year.

By DON LUBA
Business Representative

The work picture in the downtown area of San Francisco seems to be declining a little with each passing month, at no time in the past year has it ever been good. Our out-of-work list is carrying twice as many men

as in a normal year at this time of the season. There are a few new job starts in the area, but about the same number of job completions which only serve to offset the new starts. The rapid transit work on Market St., is progressing nicely. The Drum & Market station of M-K Corp. is about 50 per cent complete and they are about ready to start driving tunnel under air. There has been some delay on starting this tunnel due to an excessive amount of water.

Shea, Granite, Ball & Olsen are just about completely moved off their 5th St. station job.

Delaware V&M, are now driving their fourth and last tunnel bore at 5th and Market.

McLean, Grove and Shepard are about 90 per cent complete on their Civic Center Station project.

Peter Kiewit has started a little activity around their new Van Ness station, but this activity is being done mostly by their Subs. Underground Construction removing and relocating utilities and Subgrade Co. putting in dewatering wells.

On the high rise, Jones, Allen, Dillingham about 90 per cent complete on their 45 story Security Pacific National Bank building at number 1, Embarcadero Center. This has been a good job for many of our Brothers in recent weeks, especially for Material Hoist Operators, who have been experiencing heavy overtime.

At this writing it looks as if Jones, Allen, Dillingham may be completing a negotiated contract on the new Embarcadero Center Hotel. This one has been in the hopper for over a year. It will be an 18 story, 840 room hotel with a revolving restaurant on the top. Construction

costs will run approximately 25 million. The high rise will be bordered by Market, Drum, Sacramento and California Sts. Subs will be Santa Fe Pomeroy on the piles. Chet Smith on the excavation.

Haas & Haynie are off to a good start on their West Coast Life Insurance building at California and Davis Sts. This one is going to be a 37 story office building to the tune of 23 million dollars. Pacific Excavators are the excavating subs and P & Z putting down the piles. The Brother Engineers set a record on the pile driving on this one, 78 prestressed concrete piles in one, two day shift day, or a total of over seven thousand and lineal feet in one, two shift day. Murphy Steel now laying the re-bar for a concrete floor slab 9 foot thick. This slab will be 114 ft. by 106 ft. in width and length and total around 8000 cubic yards of concrete. To be made in two individual pours of 4000 cubic yards on Saturdays. Quite a chunk of concrete. Bethlehem will then move in to set the steel.

By BILL PARKER
Business Representative

The work in this area has not been too good this year as you well know, but it has picked up some in the past month. Everyone is making the "Big Push," before the rains come. There have been a few small jobs starting, but just as many winding up. From the reports I have, the shops in the area are going good; the scrap yards are not rushed, but they are keeping everyone going.

Dravo Corp. is just getting started on their track laying job on BART near Balboa station. This will be keeping a few of

the Brothers going for some time.

Piombo is just getting started on house pads on Diamond Heights. This job started off with an almost fatal accident. Brother Berwyn Yeager rolled a Waggner Compactor over, pinning himself underneath, for more than 45 minutes. Brother Yeager considered himself lucky that he came from underneath with only a broken collar bone. Here's hoping you will be back to work soon, Berwyn.

Marysville

Continued from Page 3

second shift which has put to work an additional twenty-three brother engineers.

Lord and Bishop has a bridge project at Ord Ferry which in the next year will do away with the ferry crossing the Sacramento River in that location. Butte Creek Rock has the road work to and from the bridge crossing.

A. Teichert & Son is doing work on East Avenue extension in Chico and have a number of small street jobs in Yuba City. They also have some levee work in Meridian where they are moving dirt and putting down riprap on the levee banks.

H. Earl Parker also has some levee work at Princeton which should be finished in the next week or so.

MATTER OF DEFINITION

Teacher: "Now, what do you call a person who eats vegetables?"

Tommy: "A vegetarian."

Teacher: "And what about a man who eats people?"

Tommy: "He's a humanitarian."

Nevada Work Holding Well Despite Late Start

By BILL RELERFORD, District Representative, ED KNAPP, Business Representative, RUSSELL TAYLOR Business Representative, GAIL BISHOP, Apprenticeship Coordinator

Helms Construction Co. in Wabuska on the Fort Churchill Power Station is about 75 per cent complete. Completion date is about 30 more working days.

Parsons Construction Co. on the Winnemucca job is underway and expecting more equipment any day. They are having a little problem with the test on the piling they have driven. There are about 20 Brothers on the job now.

Vickery Construction Co. on the Charles T. Parker Job is about 50 per cent complete. They are doing all concrete paving.

Helms Construction Co. on the Thisby Overlay Job is about 40 per cent under completion. The new Blaw Knox lay down machine is working out very satisfactorily.

Harker & Harker is working on their underground job on South Virginia which should be completed in about 60 days.

Galey Construction Company is approximately 80 per cent complete. With no unforeseen problems they should be paving by the 1st of October.

The Jacobson Construction Co. job on the Washoe Medical Center is progressing very smoothly. Brother Pat Rose is running the tower crane on this job. It will not be completed until the latter part of 1971.

Pacific Excavators of Albany, California are starting their clean up work on their project on Interstate 80 West of Reno. Their contract involves removing the benches through several cuts to keep the large rock off the highway in the rainy season. J. F. Shea Co. of Redding is the sub for the rock fence going in at the toe of the slope.

Valley Engineers are starting the clean up on the underground project at Tahoe Vista at Lake Tahoe. Their work has consisted of water pollution control. Subs on the job are Dorfman, McKnight and Williamson.

Sub-Terra, Inc. picked up another contract at Homewood on the West side of the lake on Highway 89. It will consist of lift stations on service connections.

W.E. & M. a subsidiary of Wunschell & Small Construction of Sacramento, California are finishing up their job at Sugar Pine Point Camp Ground, on the installation of new parking areas, sanitary facilities, grading and paving of the sites.

Terry Construction Co. and D. Gerald Bing, Joint Venture, have completed their overlay job on Highway 28, Incline to Highway 50. This was chipping and paving of the existing roadway.

Highland Construction Co. of Tahoe City, California is moving on their Incline Job. They have finished the dirt work and are starting the underground.

A. Teichert & Son is still working on the Sub-Division in Incline Village. Most of the dirt work has been completed along with the underground. They are completing the clean-up and paving.

H. M. Byars-M-K Joint Venture are doing their street work with Nevada Paving doing the CTB and Black Topping. They are hoping to sell the job in late Fall.

Frontier Construction is doing well with their under ground at Sunnyside on Highway at Lake Tahoe completion date at this time is undetermined.

Construction in Nevada is holding up very well in view of the late, late start. Weather permitting most of the jobs will extend on through the winter. J. H. Parsons construction of Smithfield, Utah is midway through the paving job north of Wells. Industrial construction is finishing the Elko East freeway job and bids for the paving will be let in the near future. Higgins construction is busy on the city disposal job with more than half completed. Helms construction is in full swing on the Elko west freeway job with thirty brothers working and more equipment coming in. We are hoping for this job to continue on through the winter with most of the Elko brethren at work on this project. Nevada Rock and Sand is paving four miles up at Wildhorse and another eight miles will be open for bid soon. Green construction from Spokane will probably finish crushing the ballast for the railroad sometime next month. This job is in the Palisade area. Peterson construction was successful bidder on the Lamoille Canyon job which involves some \$230,000.

The Carlin Canyon job involving the longest tunnel in Nevada and for which many of the Brothers are looking forward to working on will be put up for bid sometime this month. Small jobs in and around Elko and Battle Mountain are keeping the owner-operators busy. Helms recently completed the paving in the Battle Mountain area.

Mining in Nevada is now in the spotlight with a brand new three year contract negotiated with the Carlin Gold Mine which involved close to a \$330,000 increase in wages and fringes for the Carlin employees. The overall package means an increase of \$560 for some classifications and \$960 for some others during the first year. Brothers Paul Edgecombe, President and District Representative Bill Relerford are to be commended for having negotiated the contract which amounted to a nine per cent increase in wages and ranged twenty-five per cent higher than the Newmont Mining Co. (Carlin Gold) other two mines in Washington and Montana, Chief Steward Elmo Green and Steward Doug Graves were in on the negotiations also.

The Cortez Gold Mine located south of the city of Crescent Valley will be the scene for negotiations this month as the Cortez contract negotiated in 1968 provides for a wage raise and fringe benefit in September 1970.

Modern techniques and Yankee ingenuity have more than compensated for the "Gold price freeze" and therefore making it possible for better contracts to be negotiated. Thanks to the Operating Engineers Local Union No. 3 the men of mining industry are now enjoying a better standard of living in Nevada and are no longer the nation's lowest paid workers.

CLEARLY UNDERSTOOD

He: "You understand, dear, that we've got to keep our engagement secret."

She: "Of course, That's what I tell everybody."



Brother Dick

Retiree Finds Plenty To Do

Here's another retiree's story on how he's enjoying his retirement from the Operating Engineers.

The picture of Albert Dick, Social Security No. 530-09-7475, Register No. 0991156, was taken outside of the Union Hall Office in Reno, Nevada. Brother Dick drops in now and then to keep posted on what's going on and to say hello to all of us.

Brother Albert Dick was born in February 1900 and retired in May 1969. He worked as a screedman for 15 years, and has been in the construction industry since 1943. Brother Dick has lived in the Reno area for 20 years and resides at 5345 Carol Dr., Sun Valley, Nevada. Brother Dick enjoys working in the garden and just staying home and enjoying life.

The Reno Office at 185 Martin St. Reno, would certainly enjoy hearing from other retirees and what they are doing. Send us a picture and a story on what you are doing and we'll try to use one story a month. Thanks to the two Brothers who have already submitted their stories and pictures for us to use.

Shea Wins Ewing Dam Project At Hayfork

By KEN GREEN
LOU BARNES

The J. F. Shea Company of Redding has been awarded the Ewing Dam project at Hayfork. The \$1,250,000 project will consist of an earth-filled dam and spillway. The company plans to finish site clearing before the rain sets in, and with any luck at all, to excavate the core of the dam. Work will be continued in the Spring at the earliest possible date.

Work is finishing at Red Bluff canal with Gibbons and Reed, Equipco, Mills Construction and C. P. C.

Bridge and lane widening at Hiway 99E Red Bluff, across the Sacramento River by Lord and Bishop and J. F. Shea is about half-way completed.

Rancho Tehama is in the finishing stages with the Chase Company. Weather permitting they will be able to finish the sub-base on the 54 miles of road this Fall.

Dirt moving has been finished at Trinity Center, Hiway 3, by Hughes & Ladd. The company has imported five blades to start finishing subgrade. All the earthmoving equipment used at Trinity Center has been moved to the Lakehead project on Interstate 5.

The proposed Butte Basin Bypass on the Sacramento River is similar to the weather: nearly everyone concerned about taming the Sacramento River talks about it, but no one seems ready to do much about it. The California Water Association this week in Red Bluff had three water experts who noted that the construction of the bypass, although few dispute the need, is no nearer realization now than it

was in 1890. Estimates for the construction of the 170,000 acre bypass range from about \$18 million to \$25 million. Prospects for the eventual realization of the bypass are still in the hands of the U. S. Army Corps of Engineers and the Reclamation Board.

The way was cleared Tuesday for 140 additional Heritage Plaza low income housing units near Lake Redding Park, when the Redding Planning Commission rezoned 5.5 acres of land for the project. The land borders the Southern Pacific Company trestle between the existing development on Delta Street and Bento Drive. Unless unforeseen problems arise construction of the one and two bedroom apartments should begin next Summer.

Siskiyou County Board of Supervisors today voted to form a county service area to provide sewage disposal and water services for the 9,000 acre Scotts Glen Subdivision on the historic Parker Ranch in Scott Valley. The formation of the county service area calls for the Scotts Glen Subdivision Developer, Calamigos, Inc., to create the water and sewage disposal system, then turn them over to the county to operate.

Turrin and Sons at Eaglelake ran into problems as this country is nothing but rock. The company moved in rubber but found this is doing it the hard way. They're now on a two shift operation with loaders and euclids and are making progress.

Trinity Construction is also working at Eaglelake with approximately 80 per cent of their job completed. This also was a rock pile but these people have the experience to handle such a job and will come out with more than their shirts.

Hughes and Ladd were the low bidders on a section of interstate 5 freeway at Lakehead. The company lucked out for in a 120 miles of freeway between Redding and the Oregon line this is the only section that isn't rock. They are going two shifts on the dirt—a real picnic for the rubber skimmers.

Gordon H. Ball Company at Yreka are still working a few Brothers on cleanup and finishing this section of interstate 5 freeway. This should complete another 5 miles of freeway by October.

Hughes and Ladd and McConnell at Yreka are on cleanup with the W. H. O'Hair Company doing the plant mix on shoulders and access roads. This project will be completed by the middle of October. The two jobs together will open a new ten mile section of freeway extending from Yreka to the Klamath River.

Peter Kiewit Sons' have started their six miles of expressway at Alturas working 45 Brothers on a two shift operation on the dirt spread and three shifts on the mechanics. This will be a short one even though they have no rock but are working 9 for 10.

A. Teichert & Son at Terna have a good size spread going realigning 5 miles of hiway 395 with most of the dirt moved—they are doing the sub-base and will also resurface 19 miles of existing roadway.

San Mateo COPE Urges Defeat of Prop. A---Hold on to Harbor District

San Mateo County COPE — AFL-CIO — has unanimously adopted a resolution supporting the continued existence of the San Mateo County Harbor District and urging the defeat of Proposition A, to be voted upon November 3rd.

The Board of Supervisors by Proposition A is attempting to obtain voter approval of an order dissolving the Harbor District and permitting the county to assume control over the district's assets and facilities. The county controlled the facilities at Pillar Point Harbor following a prior dissolution proceeding in 1966. The dissolution of the District in 1966 was declared illegal by the Court of Appeal of the State of California in 1969. During the three years that Pillar Point Harbor was under the control of the County's Building, Construction and General Services Department, the facility was permitted to deteriorate and very minimal improvements were made.

Since August, 1969, the district has made substantial improvements at the harbor. It has also conducted a feasibility study and prepared a general development plan for completion of the harbor. The district has committed itself to the development of Pillar Point Harbor at the earliest possible

date. Possibilities of development by the county appear remote.

RESOLUTION

Whereas, the San Mateo County Harbor District has a master plan for orderly development of the Pillar Point Harbor as a multi-use facility, and

Whereas, the County Government unlike the Harbor District would not qualify for low cost loans for development, and

Whereas, during the three year period the County Government had jurisdiction over the Pillar Point Harbor they did not continue orderly development, they failed to properly maintain existing facilities constructed under the jurisdiction of the Harbor District, and

Whereas, the Harbor District has never abused its taxing powers, and its annual administrative expenditures were considerably lower than the annual expenditures under County Government, therefore be it

Resolved, that San Mateo County COPE goes on record as being strongly opposed to the dissolution of the San Mateo County Harbor District and urge a NO vote on "Proposition A" to be decided on November 3, 1970.

Adopted October 5, 1970.

Apprenticeship is Called Best Route to Job Skills

WASHINGTON — Apprenticeship is the best and surest way for young workers to enter the construction industry, where the construction industry needed to be a full-rounded journeyman, said Julius Rothman, president of the Human Resources Development Institute, and Robert McGlotten, executive director of the non-profit organization created by the AFL-CIO.

YOUNG WORKERS often spend three years in vocational

Rothman said that the HRDI, school training for carpentry or sheet metal work, learning little beyond "how to sand book-ends" or assemble ashtrays, is stepping up its emphasis on upgrading the skills of now in its third year of operation unrelated to actual construction work, McGlotten asserted. He stressed that the actual on-site experience of apprenticeship gives the young worker both the necessary job skills and the chance to "become familiar with the nature" of the industry which he will be working.

"upward mobility," two AFL-CIO manpower experts declared on the network radio interview, Labor News Conference.

"Institutionized training" such there is good opportunity for doesn't give young workers the job skills and understanding of as vocational education just

workers already in jobs, "especially those who have been brought onto jobs within the last couple of years." He said that with unemployment rising and with funds available for such training through the JOBS program (Job Opportunities in the Business Sector), employers may be more "willing to take advantage of upgrading their existing work-force." Rothman noted that HRDI will also expand its efforts to place young workers in entry-level jobs, pointing out that "quite successful" programs are already under way in Oakland, Calif. and New York City, and "we think we can do another ten (programs) without too much trouble."

McGLOTTEN and Rothman said that HRDI is now working with the Departments of Defense and Labor to develop a job-training and placement program for returning servicemen. "These young men deserve every kind of assistance they can get, and the AFL-CIO and the HRDI are committed" to help them, they declared.

Questioning them were William Eaton of the Chicago Daily News and Harry Conn of Press Associates, Inc. The AFL-CIO produced public affairs program is broadcast Tuesdays on the Mutual Broadcasting System.

\$4 Million For Pac-Tel Subterrain

By DOUGLAS M. FARLEY
District Representative

Continental-Heller Company has been awarded a \$4,000,000 (four million dollar) contract to construct a two-story underground junction building in Yolo County for Pacific Telephone Company. The Yolo project is along the route of the Bell Systems second underground telephone cable spanning the United States.

Morgan equipment Company is a busy place these days. They have a real good crew working here. Dave Roberts is the job steward and is really doing a good job.

Chris Berg, Inc. is making good progress on their 9-story building in the downtown area. Brother Ralph Prescho is on the tower crane.

Campbell Construction Company is making good progress on the Sierra Nevada Memorial Hospital in Grass Valley.

At Lake Wildwood, Granite and F&M Engineers are moving a good pace. This entire Lake Wildwood project will cover 2,290 acres. Along both sides of the present Pleasant Valley Road, at the end of the valley, they have constructed a dam. The dam will collect the water of Deer Creek to add 7 1/2 miles of new shore line to Nevada County. The dam will also form a bridge for the new county road, and because it can discharge at the bottom, these deep cove lake waters will change Deer Creek downstream of the dam from a warm sluggish non-fishable stream to a fresh cool trout stream. When completed, there will be 35 miles of roads and an 18-hole golf course.

The state has called for bids on a 7.45 million dollar project to widen Interstate 80 from six to eight lanes in Placer County for 4.2 miles between Auburn and Clipper Gap Road. Bids will be opened November 18, 1970 in Sacramento.

In the mountain area the Auburn dam job draws seven bids. Mastelotto Incorporated of Arvin, Kern County, has submitted a low bid of \$120,817 for the clearing and burning of brush on 15 acres around the Auburn Dam site. The firm was the lowest of seven bidders to do the work, which had the alternative to either burn or chip the brush. The bids ranged from the Mastelotto bid to a bid of \$850,000 to chip the brush. The work is expected to start in about a month, with burning to be done later in the year. Other bidders were: Richards Tree Service of Yuba City at \$126,000, Sanders Const. Company of Shasta at \$141,287, Heim Brothers of Walnut Creek at \$187,000, Pacific Excavators of Albany at \$257,200, Highland Construction Co. of Tahoe City, \$307,380, J. D. Dutton, Incorporated of Olympia, Washington at \$359,000. A spokesman for the U.S. Bureau of Reclamation said the clearing is needed for aerial surveying next February for the building of a diversion tunnel preliminary to building the dam.

Pacific Excavators has a road job near Auburn. They will work on the north side of the river this year and finish up the rest of the job next year. They are getting more equipment in, and this will keep a number of

See SACRAMENTO Page 16

Private Venture Slow In Stockton Area

By WALTER TABLOT,
ALBERT McNAMARA and
JERRY BENNETT

The prospects for work in this district continue to lag behind the corresponding period last year. Although the public work projects have been equal to that in recent years for this district, the private work has been drastically curtailed. This was due largely to the tight money situation which was brought about by the exceedingly high interest rates on borrowed money.

Murphy Pacific Enterprises had expected, by this time, to have two Manitowac draglines in operation to supplement the placement of fill material that is being pumped into place by two suction dredgers. However, at the writing of this news article, the operation is being delayed by the lack of excavation permits. Apparently, some residents of the area are protesting to the County Supervisors to prohibit the issuance of permits for this borrow pit.

The first phase of the construction of the new San Joaquin Delta College, located north of Stockton on Pacific Avenue, will get under way shortly with awarding of a \$205,125 contract to R. Goold & Son of Stockton for the construction of sanitary and storm trunk sewer lines. This is the first of many contracts that will be required to construct the all new multi-million dollar college.

Another project that apparently has been negotiated between Jacobs Engineering Co. and Interpace (formerly Gladding-McBean) is expected to get started soon. The job entails the removal of approximately 4 million yards of material to expand the company's facilities near Ione.

The City of Manteca is preparing to advertise for bids on the improvement of sewer treatment facilities. Cost of the proposed project will exceed \$300,000.

The State Division of Highways is calling for bids September 30th for the construction of a portion of Highway Route 88 and a bridge near Ione. Estimated cost of the project will near the one million mark.

The joint venture of Granite-Stolte, who has two contracts on Interstate 5 here in Stockton, will resume the sand fill barge operation between here and Grand Island near Isleton. The sand fill material is brought in from Grand Island by one tug boat utilizing three barges on a twenty-four hour, six days a week basis. This necessitates the use of two shifts of operators at each end on the loading and unloading operation, plus the employment of two shifts to transfer the fill material from the belt or stockpile to the job site.

Reed's Trenching of Modesto was the successful bidder on the construction of a discharge water line at New Jerusalem watershed six miles southeast of Tracy in San Joaquin County. Reed's bid was \$152,206.

Numerous contracts under the \$100,000 figure were let since our last report involving operators with the following firms: Flintkote Co., streets; Younger Bros., bridge deck; Parrish, Inc., storm trunk line;

Eugene Alves, bridge culvert; Jack J. Ryan, streets; R. Goold & Son, underground utility line; A. Teichert & Son, median improvements.

Site preparation started September 1 on Proctor & Gamble's \$22 million Modesto plant, located at Crows Landing Rd. B & G Construction has the clearing and dirt work. This job should keep several brothers busy throughout the winter months.

Lee White Paving has a few small jobs around Modesto along with the site preparation of the new Beyers High School located on Sylvan Ave.

Flinkote and George Reed are keeping their paving crews busy with overlays throughout the valley.

Boise Cascade's Pine Mt. Lake Development has slowed down for the winter with more work scheduled for next spring.

September 10th being the deadline for voter registration for the November election, we show registration of 139 Brother Engineers and their wives in the Modesto area. We only wish we could have registered more people because this upcoming election is an important one to the working man.

More Hawaii...

(Continued from Page 10)

Tanaka Construction, Inc. was recently awarded the Kaimilonou Farm Lot Sub-division at Hawaii Kai which is scheduled for completion in seven months. They are also doing two other jobs in the Hawaii Kai area: the Hawaii Kai Trans-Marina Road at a cost of \$800,000 which is 80 per cent completed and the Hahaione Street extension at a cost of \$359,000 which is 25 per cent completed. Another job is the Punahou Street improvement at a cost of \$635,000. J. M. Tanaka Construction, Inc. employs approximately 95 Operating Engineers. The Job Steward is Brother Shoichi "Mala" Tanashi an eleven year member and a Grievance Committeeman.

Territorial Contractors is very slow at this time. It has three jobs in progress of which two are 95 per cent complete; the Wailani Flood Control project at a cost of \$1,500,000 and the Ewa Estate Sub-division at a cost of \$800,000. The majority of Territorial's earth moving equipment was at both these projects, however, the equipment is presently parked. The only job Territorial Contractors has going is the \$2,100,000 Kahakeli Highway which is continually hampered by rain and is 50 per cent completed. Territorial Contractors has approximately 30 Operating Engineers employed.

Hi-Way Transportation & Contracting Co., Ltd. has two jobs which are both approximately 60 per cent completed; the Hickam Field Apron Repair at \$300,000 and the Ewa Beach Park at \$100,000. The balance of its work is sub-work and work that is scratched up daily. Hi-Way Transportation & Contracting Co., Ltd. employs approximately 16 Operating Engineers.

RANCO MURIETTA TRAINING CENTER—To date, seventy-two Hawaii brothers have attended the Ranch Murietta

See HAWAII Page 16

Saving a Hard-earned \$

By JAMES "RED" IVY, Credit Union Treasurer

THE MAN WHO LISTENED AND SAVED \$2,160.00.

This is a true story. It happened with a Credit Union member. Read it!

A Credit Union member was planning a modest home improvement job—cost, an estimated \$600.00.

He was talking about it with a fellow employee. "Guess I'll go to the XYZ Loan Company for it," he said. "I've been dealing with them for years and they've always treated me fine."

"Why not try the Credit Union?" said his friend. "No harm in asking."

Our member could see no harm in asking, either. So he did.

The answer, after a look at the man's excellent financial situation, was a quick "Yes, of course, he could have \$600.00. Now."

"But..." said the Credit Union counselor, "what about this \$3,900.00 you listed as owing the XYZ Loan Company. You financed several cars, your boat, your motor, your trailer with them. What interest rate are they charging you?"

"I don't know," the man replied.

"Why not ask them? Use the phone here on my desk; but be sure you make them tell you the ANNUAL PERCENTAGE RATE, not some discount rate!"

It took some doing. At last, and reluctantly, the man at the phone in the XYZ Loan Company office said: "29.6 per cent."

THE PAY OFF

The member left the Credit Union with \$4,500.00; enough to retire the XYZ Loan Company debt and pay for the home improvement. These are the pay-offs for his "asking his Credit Union".

The new member had been paying XYZ Loan Company monthly payments of \$212.00, to reduce a total obligation to them of \$3,900.00, plus the cost of the credit life insurance, which he was obliged to buy in order to insure the loan at XYZ Loan Company. He is now paying this Credit Union monthly payments of \$152.00, to reduce a total obligation of \$4,500.00, which represents the pay-off at XYZ Loan Company, plus the \$600.00 additional money he borrowed for his home improvement work. Naturally, there is no charge to the member for credit life insurance on his loan with the Credit Union, since there is no premium charge to the member for this coverage.

Since the total amount of monies that he is paying out in payments is reduced by \$60.00 per month, our member decided to start a payroll deduction to save this difference in his share account. The member's loan was written for a period of 36 months. Therefore, the difference in payments he is putting in savings for a period of three years represents \$2,160.00 in savings to the member, plus between \$130.00 and \$140.00 in dividends he will be earning on the money deposited in his share account; to say nothing of the life savings insurance to match his share savings, as they accumulate to \$2,000.00.

It was a profitable visit.

Percentage rates can be confusing. Your Credit Union advises you to ask for TOTAL DOLLAR cost, including interest, credit life insurance, and "set-up fee," when comparing credit costs. Many lending institutions charge a fee for the time involved in making a loan.

Obituaries

International Vice President and Business Manager Al Clem and the Officers of Local Union No. 3 offer their sympathy and condolence to the families and friends of the following deceased:

Bone, Alexander (Margaret, Wife)	8-20-70
1215 Minnesota, San Jose, Calif.	
Bryan, Mark (Lavern, Wife)	31-70
116 E. 1st South, Payson, Utah	
Chapman, Dale F. (Judey, Wife)	14-70
2073 Fairbanks Street, San Leandro, Calif.	
Cherrington, Kenneth (Dean, Wife)	25-70
2860 Virginia Way, Ogden, Utah	
Daalin, Joseph (Emma, Wife)	8-19-70
552 Bradley, San Jose, Calif.	
Dickson, William (Ethel, Wife)	9-16-70
1900 East "F" Street, Oakdale, Calif.	
Dunn, Buster (Eileen, Wife)	9-17-70
780 San Tomas Aquinas, Campbell, Calif.	
Durrance, Salon (Doris, Wife)	9-3-70
3649 W. Michigan, Stockton, Calif.	
Forsythe, Harry (Sara, Wife)	9-4-70
319-1st Avenue, Redwood City, Calif.	
Graham, Homer (Bessie, Wife)	8-10-70
3924 Craton Avenue, Whittier, Calif.	
Hagerman, Elmer (Lola, Wife)	8-9-70
1621 California St., San Pablo, Calif.	
Halery, Charles (Helen O, Wife)	8-16-70
2299 Rancho Road, Redding, Calif.	
Hansen, Clair (Bernice, Wife)	9-21-70
6305 Griffith Ave., Marysville, Calif.	
Henry, M. A. (Doratha, Wife)	8-17-70
1505 Cypress Rd., Los Banos, Calif.	
Henry, Sidney (Genevieve Roebuck)	8-26-70
Box 42, Ukiah, Calif.	
Kalua, John (Marvallen, Wife)	9-23-70
410 B Auwailalimer Dr., Honolulu, Hawaii	
Kiper, John J. (Gladys Hernandez)	8-23-70
410 1/2 - 3rd St., Marysville, Calif.	
Monegan, Lyle (Frances, Wife)	9-7-70
643 N. "D", Stockton, Calif.	
Nelson, Duane W. (Roy & Vera Nelson, Parents)	8-31-70
261 Arthur Road, Monterey, Calif.	
Parker, Sam (Ramona, Wife)	9-24-70
Rte. 2, Box 257, Winlock, Washington	
Poole, Elbert (Myrtle, Wife)	8-15-70
34300 Rd. 146, Visalia, Calif.	
Rogers, Benjamin (Pualeilani, Wife)	8-30-70
2153 N. King St., Apt. 50, Honolulu, Hawaii	
Sharpe, Hugh (Rebecca, Wife)	9-8-70
P. O. Box 630, Weaverville, Calif.	
Smith, Theodore (Laura, Wife)	8-14-70
3000 N. Romero Rd., Tucson, Arizona	
Solden, Wm. F. (James, Son)	9-9-70
2242 - 35th Ave., San Francisco, Calif.	
Souza, Mario (Alice)	8-18-70
Rte. 1, Box 36A, Fallon, Nevada	
Spangler, Lester (Mary, Wife)	9-10-70
1306 - 10th Avenue, San Francisco, Calif.	
Stetler, Oscar (Ruth, Wife)	8-25-70
Box 114, Lakeport, Calif.	
Taylor, Louis (Lanna, Wife)	8-18-70
Box 173, Rough & Ready, Calif.	
Trast, Albert (James Vernon Trast, Guyla O-Shea, Children)	8-25-70
1903 Garvin, Richmond, Calif.	
Webb, Clarence (Eunice Jeppesen, Sister)	9-12-70
P. O. Box 542, Morro Bay, Calif.	
West, Gordon (Betty, Wife)	9-21-70
133 B Butler, Grass Valley, Calif.	

DECEASED DEPENDENTS

Alves, William—Deceased August 23, 1970	
Son of Edward J. Alves	
Bernal, Frank—Deceased July 13, 1970	
Son of Earl Bernal	
Carvelti, Juanita—Deceased August 28, 1970	
Wife of Lawrence Carvelti	
Gregg, Darren—Deceased July 27, 1970	
Son of Donald Gregg	
Hovell, Marian Louisa—Deceased August 23, 1970	
Wife of Leonard Hovell	
Munson, Pearl—Deceased August 25, 1970	
Wife of Emil Munson	
Pritchard, Rosa—Deceased August 27, 1970	
Wife of Ray Pritchard	
Schofield, Ina—Deceased August 24, 1970	
Wife of William Schofield	
Wess, La Vonne—Deceased August 17, 1970	
Wife of True Wess	
White, Gwen—Deceased September 4, 1970	
Wife of Fred White	

\$62 Million Water Plan

(Cont. from page 11)

Folsom Canal	13,200,000	Continue construction on Reach 1
Nevada Irrigation District	700,000	Small project loan for distribution system
Klamath Project	60,000	Replace drains at Tululake

STUDIES AND INVESTIGATIONS:

Sacramento River Basin	80,000
East Side Canal	166,000
Sonora Keystone	30,000
Lake Tahoe	62,000
Paskenta-Newville	220,000
California Region	407,000

San Mateo Looking Up

By BILL RANEY & DICK BELL

Work in the San Mateo area has picked up considerably during the month of September with several new jobs getting under way in the area so the work picture looks good for this fall at least. Although we are having trouble filling jobs in some classifications the out of work list is still too long.

Very little new work is slated to be let for the remainder of the year; a small widening job on Rt. 35 near the Sharp Park Road intersection and there are some rumors of some road work for the City of San Francisco at the San Francisco Airport. Also, there are rumors of new work for various airlines at the airport but no definite plans at this time.

Polich-Benedict Co. out of Sacramento was low bidder on Rt. 101 (Bayshore Freeway) in Redwood City. This job will consist of widening of five existing structures and construction of one new bridge. The contract amounted to \$2,227,171.

Haas Haynie Co. of South San Francisco are making good progress on their building job for United Airlines. This is a large job and will keep quite a few of the brothers busy for some time to come.

Swinerton Walberg Co. with their steel erection sub contractor (San Jose Steel Co.) are coming right along with their American Airlines hangar job at the San Francisco International Airport. This hangar is so large that it seems as though no progress is made for weeks at a time but with the amount of workers of all crafts employed there five to six days a week, they have to be making progress, whether or not it shows.

At this writing the L. C. Smith Co. is in the process of turning traffic over the completed south bound lanes of 280 Freeway in San Bruno. These four lanes of freeway will carry north and south bound traffic while the other four lanes are constructed which will, when completed, carry north bound traffic. The scraper spread will start up Monday, Oct. 19 to complete the dirt moving on this job.

Freeman Sondgrath Co. have the pioneer work completed on the Highway 1-280 link up in Daly City, sometimes known as St. Francis Way extension. The company moved their scraper spread in on this job Oct. 6 and the good brothers are busily moving dirt at the present time. This is a much needed improvement in the State Highway system and will be much welcomed by area residents.

McGuire & Hester Co. were low bidders on the Sharp Park Road job in Pacifica. This also will be a welcomed improvement in area roads and has been very much of a bottleneck over the years. This job, when completed, will eliminate the two lane stretch of road from Skyline to the old gravel pit on Sharp Park Road.

L. C. Smith is presently paving Westborough Avenue from near the intersection of Skyline Blvd. down hill to where Westborough widens to four lanes. This improvement of Westborough coupled with Piombo Construction Co.'s extension of Westborough from Junipero Serra to El Camino will make Westborough Blvd. four lanes all the way from Skyline Blvd. to El Camino.

Partisan Politics Hit By George Meany

(Editor's Note: One of California's young, ambitious, and I might add, naive, labor officials has been busily writing letters to both national and local labor leaders castigating them for their support of non-Democratic Party candidates for elective office. Using such terms as "I am fed up . . ."; "I quarrel with your wisdom . . ." on ad nauseam, he has insulted the character, intelligence and long and dedicated labor record of those who dare disagree with his personally selected slate of neo-liberal candidates. We think the following letter from AFL-CIO President George Meany provides the historic and classical answers to the ad dictum of the overly vocal minority that is attempting not only to take over the democratic Party, but is also extending their efforts into the political heart of the American Trade Union Movement. We would hope each member would read the following letter with careful consideration and record it in their heart and mind for use in future refutation of those who insist that the individual member or his union prostitute principles for ideology. (kse)

September 28, 1970

Mr. Art Carter, Secretary-Treasurer
Central Labor Council of Contra Costa County
3755 Alhambra Avenue
Martinez, California 94553

Dear Sir and Brother:

Your letter of September 23 leads me to believe you completely misunderstand the traditional and present policy of the AFL-CIO in the political arena.

We are not now and we never have been allied to either political party. We are now and we have always been supporters of individual candidates on the basis of their individual records and without regard to their political affiliation. Labor's yardstick has not changed from Gompers' day. We still support our friends and oppose our enemies.

On that basis and that basis alone, the trade union movement of California has endorsed candidates for a wide range of public office and, from what I know of their selections, I believe they have chosen well.

It is a matter of record that most of the candidates we had supported and are supporting are Democrats. But in some instances, and there are more in recent years, the best candidate has happened to be a Republican. In those cases we have not hesitated to support those candidates because it is the man's record — not the party label — that is important to us.

Let me also point out that all of the endorsements—with two exceptions—are made in the individual states by the trade union movement of that state. They are not imposed by, reviewed by or dictated by the national AFL-CIO.

The two exceptions are, of course, the endorsements of candidates for President and Vice President of the United States. In these two instances, the matter of endorsement lies, under our rules, with the AFL-CIO General Board composed of officers of all the affiliated unions.

Now as to the disintegration of the Democratic party and the attempts of extremists to capture control, let me cite just two examples:

1. The capture of major segments of the Democratic party apparatus in several states by self-avowed leftists who have used the apparatus to oppose veteran, pro-labor liberals and to write extreme left-wing propaganda into party platforms. An example of the latter is Michigan where the state platform calls for amnesty for draft-dodgers, a position Senator Hart has publicly disavowed.

2. The disintegration of the Democratic party machinery such as has taken place in New York where less than a quarter of the registered Democratic party enrollment voted in the primary, leading to the defeat of a pro-labor congressman with a COPE voting record of 81-0 by an avowed leftist.

Finally let me reply to your comments about the White House Labor Day dinner.

The President of the United States paid tribute to the American labor movement on labor's own holiday by holding an official dinner at the White House to which he invited leaders of the AFL-CIO and other unions.

It would have been an act of incredible stupidity and of arrogant rudeness for us to have refused an invitation of the President of the United States because his name happened to be Richard Nixon.

It has been the traditional policy of the American labor movement to support the President of the United States when we felt he was right and to fight the President of the United States when we felt he was wrong. We have scrupulously abided by this policy in relation to President Nixon and the defeats we help administer when he nominated Haynsworth and Carswell, to cite but two examples, are evidence of our willingness to fight President Nixon.

He has been wrong on his economic policies and we have said so loudly and often. And we are supporting Congressional candidates who oppose the President's economic policies.

But we have just as clearly hailed the President, for example, for his support of complete collective bargaining for postal workers, a position of great importance to labor and one no previous President had ever taken.

In other words, we tell the truth about the record of political office holders, from the President on down. We believe this to be of much more importance to our members than any slavish support of any political party would be.

Sincerely and fraternally,
George Meany
President

Personal Notes

SAN JOSE

Our thanks to the following Brothers for their donations to the Blood Bank: Bill Dalton, Dean Zaner, Robert Sandow, David Bardine, George Miller, and Mr. and Mrs. George Logan. Brother Dalton has at this writing donated his 39th pint of blood.

We would like to take this opportunity to extend our sympathies to the families of the following deceased Brothers: Joseph Doolin, Alexander Bone, Robert Martin, and Clarence Webb.

SANTA ROSA—UKIAH

The Blood Bank remains low—be sure to donate if you are able—call us, we will be glad to set up an appointment for you.

We wish to extend our sincere condolences to the families and friends of Brothers Leonard Henry, Gerald Hunsaker and Oscar Stetler, who was a long time member of 28 years standing in Local Union No. 3.

STOCKTON-MODESTO

Brother Bud Saunders is back on the job and feeling good after open heart surgery.

Brother Glenn Tankersley, oiler for O'Brien Crane & Rigging, was pinned in the cab of the truck crane he was driving when it overturned due to brake failure. Brother Tankersley was pinned in the cab of the truck for 1½ hours before being pried out. He suffered a mashed hand in the incident.

Our deepest sympathies are extended to the families and friends of Brothers Solon Durrance, Lyle Monegan, R. L. Johnson and Loren Wolfenberger who recently passed away, and to Brother Don Leggett on the loss of their son in an automobile

MARYSVILLE

Brother Ed Cooney is getting along fine at Beale Air Force Base hospital after his accident. We wish him a very speedy recovery.

Brother W. I. Franks has been sent home from the Rideout Hospital in Marysville after his recent heart attack. We know his wife will give him excellent care.

Brother Art Root from Oroville is in the Twin Lakes Community Hospital at Folsom undergoing some tests.

Mrs. Leo Paulson had open heart surgery and is in need of 26 pints of blood. We request any brother and his family or friends that can donate blood to give it as soon as possible to the Operating Engineers Local Union No. 3 District 6 Blood Bank.

Brother Charlie McRee is home now after suffering broken ribs and lacerations from falling off a horse. Best of luck, Charlie. He was hospitalized at Rideout Hospital in Marysville.

We had a very proud grandfather in the office last month giving out cigars. Brother Jim Melton's first grandson was born to Eddie and Karen Melton on August 14, 1970. I am sure the father couldn't have been any prouder than Jim was.

Our faithful blood donors, Ken and Sandy Bettis, visited the Chico-Oroville Mobile Unit again this month. We really appreciate these people. Now we are only about 14 pints short of the blood needed for Mrs. Paulson.

SACRAMENTO

Our deepest and most sincere sympathies go to Brother Edward Alves and family who recently lost their little boy and to Brother Terry Neff and family, who recently lost their little girl. Our sympathies go to the families of Brothers Oscar Stetler and Leonard Crews who recently passed away.

Brother Engineers! Our blood bank is getting to a dangerous low level. Donations are needed!

REDDING

Our deepest sympathy to: K. Swanson, Jerry Palin and Hank Munce—all who have been on the sick list and in the hospital.

Our deepest sympathy to the family and many friends of Brother Hugh Sharp who expired September 10th, also our deepest sympathy to the family of Brother Charles Haley who passed away August 16th and Brother Jess Crotzer who passed away July 26th.

Our deepest sympathy is extended also to Brother Leonard Hovell on the recent loss of his wife, Miriam, who passed away August 23rd, also our deepest sympathy to Brother Gene Crak-huff on the loss of his wife, Kay, and to Brother Fred White, on the loss of his wife, Gwen.

SAN RAFAEL

Congratulations to: Brother Lorry Azevedo and his missus on becoming proud parents of a baby boy born July 31st—7-13 (weight) their first!

Clarence Huffstutter has returned from another hitch working in Libya—and says it's his final—Congratulations are in order on his recent marriage. Lots of luck, Clarence!

Congratulations to "Sandy Slack"—on becoming a father on September 9th (Admission Day) baby girl—7 lbs., 2 ozs.—spending more time at home now than going hunting!

UTAH

We would like to express our sincere sympathy to the members of the Mark L. Bryan family of Payson, Utah. Brother Bryan died of a heart attack on August 31, 1970. He had been a member of the Operating Engineers since 1942. He will be missed by his family, friends and brother members.

HAWAII

SPEEDY RECOVERY — Speedy recovery to Brother Jack Ching who is confined to Queens Hospital and Brothers Danny Chung and Pete Pillani who are both confined to Kaukuni Hospital.

CONDOLENCES—Our sincere condolences to the family and friends of Brother Benjamin Rodgers who has recently passed away.

See MORE PERSONALS Page 16

SWAP SHOP CORNER: Free Want Ads for Engineers

TEN ACRES approx. 2 miles south of Camp For West Lake \$10,000. Will consider trade. Clifford Vincent, 7779 Highland Ave., Citrus Heights, Ca. 95610. 725-5908. Reg. No. 0788206. 8-1.

FOR SALE: KEESHOND PUPPIES, championship sired, AKC reg., Col. Apple-sack of Carmel. Telephone 415/783-9642. Martin Brown, 28464 Brighton St., Hayward, Ca. 94544. Reg. No. 1166484. 8-1.

FOR SALE: F 600 1961 FORD, 5-speed, dump or flat bed; 1966 350 John Deere w/4 in 1 draft bucket, loader w/riper bar & No. 95 offset backhoe w/12, 18, 24 & 32 buckets. Will sell backhoe at-tach. sep. R. J. Haug, 1733 Murrell La., Livermore, Ca. 94550. Reg. No. 0599132. 8-1.

FOR SALE: 200 FT. of 2" ALUM. IRRIGATION pipe w/couplers and rain bird heads. R. J. Haug, 1733 Murrell Lane, Livermore, Ca. 94550. Reg. No. 0599132. 8-1.

FOR SALE: 1957 CHEVY CAMEO pickup, a classic item, excellent cond. Ted L. Wherry, 5441 McKay St., Fair Oaks, Ca. 95628. Phone 916/961-0923. Reg. No. 119222. 8-1.

FOR SALE: 55 HEALEY aluminum racing body, big motor, driven very little last 4 years, boy in the service, good motor and body. \$450. J. Hoskins, P.O. Box 913, So. San Francisco, Ca. 94080, 415-583-2852. Reg. No. 0904865. 8-1.

FOR SALE: THREE BEDROOM HOME, completely furnished, air cond., w/w carpet, insulated, 6 peach trees, lot 60x185, \$16,500 cash. B. Heuston, P.O. Box 204, Winton, Cal. Reg. No. 0303797. 8-1.

FOR SALE: ONE STEEL COT MATTRESS, \$5, spray gun \$10, heater \$5; manole \$25, lawn mower \$5. C. A. McKay, 5681 Ocean View Drive, Oakland, Ca. 94618, phone 415-2375. Reg. No. 490583. 8-1.

FOR SALE: 1956 300 I.H. TRACTOR w/Parson backhoe & loader, 4 buckets; Gibson garden trac. 10 hp. Wisc. eng.; dozer blade, plow, cultivator, mower, etc.; 3-qt. Ford disc plow, 3 disc; 3-qt Ford 2-bottom mow beard plow. R. J. Haug, 1733 Murrell La., Livermore, Ca. 94550. Reg. No. 0599132. 8-1.

REFRIGERATOR, COLD SPOT, Frost free with large bottom freezer \$110. Phone 415/282-3190, Vern Dickinson. Reg. No. 239614. 8-1.

FOR SALE: APPALOOSA QUARTER Leopard coll. 15 mo. old, very gentle & loving, can be used for \$250 stud now. J. Hoskins, P.O. Box 913 So. San Francisco, Ca. 94080, 415/583-2852. Reg. No. 0904865. 8-1.

CHRIS CRAFT, 16 FT., 50 HP outboard, on 1 axle trailer, Ex. cond. \$900. A. Andreini, Jr., Rt. 1 Box 334, Half Moon Bay, 726-4735. Reg. No. 1006579. 8-1.

PORTABLE 500 AMP ARC WELDER on trailer, \$500. A. Andreini, Jr., Rt. 1, Box 334, Half Moon Bay, 726-4735. Reg. No. 1006579. 8-1.

FOUR USED WHEELS, 16"x5½" rim from a 1/2-ton Chevy pick up, \$7.50 each. Call Frank Haiduk, 916/371-7095. Reg. No. 422810. 8-1.

FOR SALE: HOLLAND FIFTH WHEEL, \$50. Little M. W. pressure pump and 20 gal. tank \$50. Bryant Shupe, Rt. 2, Box 5120B, Anderson, Ca. 96007. Phone 357-2544 afternoons. Reg. No. 1328361. 8-1.

FOR SALE: 1967 F-100 FORD P.U. custom cab long W.B. wide bed, 352 cu. in. motor, cruise-o-matic, pos. trac-H-D, Monroe stabilizers, new tires, One owner. Wolf Lense, 1843 Gardella Lane, Camino, Ca. 95709. Phone 644-2334. Reg. No. 253737. 8-1.

DOUBLE HORSE TRAILER, front walk through, 1 axle w/new tires, ex. cond. \$600. A. Andreini, Jr., Rt. 1, Box 334, Half Moon Bay, 726-4735. Reg. No. 1006579. 8-1.

VW DUNE BUGGY, speckled blue body, extra seats, \$600. A. Andreini, Jr., Rt. 1, Box 334, Half Moon Bay, 726-4735. Reg. No. 1006579. 8-1.

FOR SALE: UNIQUE HOME IN WEST-MORE OAKS nr. W. Sacramento, 2 BR, dining rm, living rm w/fireplace, kitchen w/utility porch. Drapes, w/w carpeting. FHA estimate. Dbl. garage w/large rm. attach. Call Frank Haiduk, 916/371-7095 or write 1620 Fernwood Cir., West Sacramento, Ca. 95691. Reg. No. 422810. 8-1.

FOR SALE: PUP TRAILER 16 vd. 2 axle dump \$2,500. Ludwig Belcher, 41223 Roberts Avenue, Fremont, Ca. 94538. Phone 415/656-1149. Reg. No. 1030397. 8-1.

FOR SALE: DOUBLE LOT each facing paved street, 5 rm, 1 bath older home, beautiful lawn, fruit trees, near schools, downtown. \$90,000 cash. Phone 702/423-3642. P.O. Box 267, Fallon, Nevada 89406. Reg. No. 0783668. 8-1.

1961 GRADALL G1000 & attachments: 8' extension, ripper, 6 buckets (two 3', 4', 6' & one pavement removal bucket) \$25,000. Phone 916/456-9186. Reg. No. 0970365. 8-1.

MUST SELL 3 BR HOME due to illness. 1½ bath plus 2 apt. rentals income \$115 mo. Ideal for retirement. \$5,000 down, total price \$22,000. Will finance 7 per cent. Phone 916/534-0691. Reg. No. 269256. 8-1.

HIDDEN VALLEY LAKE private recreational area. Two gently sloping lots \$3,300 each, 10% down. Impressive view of lake. Golf, country club, marina on Clear Lake. George Hildebrand, 1138 Santa Ana Drive, Santa Rosa, Ca. Tele. 707/546-5069. Reg. No. 0512540. 8-1.

SECLUDED 10-40 WOODED ACRES nr. Coloma. American River view, hunt, fish, beach access, borders Gov. Land. \$600/1,000/acre. 916/622-3483. Warren Fisher, Rt. 2, Box 67B, Placerville, Ca. 95667. Reg. No. 0574273. 9-1.

TWENTY-SEVEN FOOT TRAVELITE, \$650. Great Lakes 3 bed Mobil \$2,500, GMC, dsl 471 2-½ T flat bed w/5th wheel air, 5 spread, Brownie, 2 speed Mec. good \$1,000. 707/545-2746. Reg. No. 1059628. 9-1.

TWO AND A HALF ACRES, 3 dwellings incl. new 24x60 trailer. 2 rentals 1 an antique shop; new septic tanks, 3 barns, hiway frontage; 2 wells, apples, walnuts, many fruit trees. \$38,500. Leon Van Housen, P.O. Box 333, Boonville, Ca. 707/895-3144. Reg. No. 1281019. 9-1.

FOR SALE: MASSEY FERGUSON 202 w/loader & Baker Olsen attachment. Gd. cond. recently overhauled. Salvador Dorado, 430 N.E. 2nd Ave., Visalia, Ca. 93277. 209/732-4623. Reg. No. 1058404. 9-1.

FOR SALE: 10x55 MOBILE HOME in Clearlake Oaks, 2 BR, most, BR expand, 2 baths, screened porch. Furn. boat hse, storage shed, 1 blk to lake. \$12,500. J. C. Enos, 1093 Morigold Rd., Livermore, Ca. 94550. Ph. 415/447-4957. Reg. No. 620122. 9-1.

TOOL BOX FOR SALE, Fits narrow bed pickup, 23" long 13" deep. Heavy steel constr. \$45. John Bauer, 942 S. Stearns Rd., Oakdale, Ca. Phone 847-3203. Reg. No. 1427996. 9-1.

FOR SALE 1956 WILLYS 4-wheel drive sta. wagon Chev. 283 C.L. V8 engine, \$500 or best offer. Robert J. Marcussan, 436 Scenic Ave., Santa Rosa, Ca. 95401. Phone 707/544-2422. Reg. No. 1312926. 9-1.

NORTHWEST 25 BACKHOE good shape \$5,000. Two vd. Hough loader w/20" Diameter case backhoe diesel \$5,000. Bill Yates, P.O. Box 1418, Colfax, Ca. 95713. Phone 916/587-3452. Reg. No. 0598651. 9-1.

FOR SALE: THREE BR RANCH STYLE

home, freshly painted, w/garage & private road, 1/2 acre, room to park equip. Non-tract. G.I. appl. \$24,500 poss. trade for country location. E. S. Borello, 25 Chance Ln., Walnut Creek, Ca. 415/932-2642. Reg. No. 1181536. 9-1.

FOR SALE: STRAUB 12T BALL MILL, 80% liners ask \$1200. '50 Dodge 1/2T cabover cheap. Model HG42 Olvr. Irac. f. end loader, 650. Sherm. 12" backhoe on RD4 cat. hyd. blade \$1450. Phone 916/824-5654 or 916/457-5103. Reg. No. 0904478. 9-1.

FOR SALE: D7 CAT W/DOZER 37 Series Cat 25 power unit good condition \$5,800. 23T sow boy gas tractor \$3,100. Terms arranged. Phone 408/663-2865. Reg. No. 0431500. 9-1.

FOR SALE: 2C TURNA-PULLS, good cond. See at 1099 E. North Ave., Fresno, Ca. \$300 for bath. Phone 252-6653. Reg. No. 11363098. 9-1.

FOR SALE: 20x57 CUSTOM MADE Edge-wood-Viking Mobile home, 2 BR, 2 baths, choice location in Auburn. John W. Fish, 84 Primrose Ave., Auburn, Ca. 95603. Phone 885-7554. Reg. No. 494530. 9-1.

SALE OR TRADE in Sacramento area 20x56 Broadmore Mobile home; in beautiful location, Grass Valley, Corport, cabana, lawn, etc. Phone 273-6681. Charles A. Moore, Rt. 1 Box 573, Grass Valley, Ca. 95945. Reg. No. 73415. 9-1.

DIESEL FUEL PUMP, 4-cyl. Amer-Bosch \$25; 3kw DC generator w/flex coupling \$35; 2500W 115V AC ONAN life plant \$175; 250 amp Wilson welding generator \$75. R. Brunner, 1870 N. Fitch Mtn. Rd., Healdsburg, Ca. 707/433-4789. Reg. No. 1058381. 9-1.

OLD-FASHIONED RIDING TYPE grindstone, \$25; 6"x24" thick planer w/power feed rolls \$200; 250 ft. 7/16" cable new 10c ft. R. Brunner, 1870 N. Fitch Mtn. Rd., Healdsburg, Ca. 707/433-4789. Reg. No. 1058381. 9-1.

HOUSE FOR SALE, 4 yrs. old, 3 BR 2 bath, Blt-in elec. range, forced-air ht. system, 2-car garage w/shop, 2 wells, 100x200 lot, \$25,000 part down. Phone 707/459-5534. Reg. No. 1599192. 9-1.

80 ACRES CATTLE OR DAIRY FARM, 60 acres under paid up water right. New 3 BR elec. home on Oregon-Idaho line, 40 mi from Boise. \$38,500. Dwane Daugherty, Rt. 3, Parma, Idaho 83660. Reg. No. 1013757. 9-1.

HUG OR HUNT, English Springer Spaniel pups. AKC chmp. stock whelped 7-17-70. Nick Rustad, 5787 Indian Ave., San Jose, Ca. 95123. Call 408/225-5445. Reg. No. 1273469. 9-1.

FOR SALE: 3T D7 CAT w/straight blade & Selby Canopy, Exc. cond. \$5,000. Phone 707/433-1313. Mike Delfino, 1639 Chiquita Rd., Healdsburg, Ca. 95448. Reg. No. 1219554. 9-1.

JEEP ENGINE & CYL L HEAD, w/marine manifold \$50; 6V 100 amp alternator w/regulator \$25; apple press 1/2 BU cap. \$45; Borden Bumper for slepside jeep w/49-1/2 frame space \$15. R. Brunner, 1870 N. Fitch Mtn. Rd., Healdsburg, Ca. 707/433-4789. Reg. No. 1058381. 9-1.

FOR SALE: SIX 5 amp 115V watt hour meters \$3 each; 1/4" fibre pl. trough 15' L 36" W 12" deep open both ends \$25. R. Brunner, 1870 N. Fitch Mtn. Rd., Healdsburg, Ca. 707/433-4789. Reg. No. 1058381. 9-1.

'59 FORD RANCHERO PICK-UP, Best offer. 415/793-3054. Reg. No. 1235577. 9-1.

DITCHER FOR SALE, Bucyrus 12. Good condition, \$1,500, 209/931-1807. John Bolls, 4035 Cherry Lane, Stockton, Ca. 95205. Reg. No. 0625842. 9-1.

TEETH FOR 955 BUCKET like new \$120 Ripper col 955 \$700. Water tank for water wagon, 4,000 gal, \$700. L. Belcher, 41223 Roberts Ave., Fremont, Ca. Phone 415/656-1149. Reg. No. 1030397. 9-1.

WANTED: 1926 MODEL T FORD truck cab. Wanted—old trucks. L. Belcher, 41223 Roberts Ave., Fremont, Ca. Phone 415/656-1149. Reg. No. 1030397. 9-1.

TRADE 1965 HALF TON PICK-UP 6 dump for some without dump. Otis Wilbur, 742 Francisco Blvd., San Rafael, Ca. 94901. Phone 415/457-2925. Reg. No. 0679071. 9-1.

HUNTER'S PARADISE FOR SALE, 1 acre improved, water, elec., bldgs on black top, Nor. Cal. nr. lakes & river. Vacation or retiree home. Reasonable. H. Higginbotham, P.O. Box 212, San Pablo, Ca. 94805. 415/458-4057. Reg. No. 947083. 9-1.

FOR SALE: 5 TON WINCH with cable. Good cond. Phone 378-9053. \$100. Reg. No. 599438. 9-1.

FOR SALE: MOBILE HOME 12 x 60 2 BR & 2 bath, like new, 68 model. Sacrifice. John Woods, Space 12, Golden State Trailer Park, Fresno, Ca. 237-8121. Reg. No. 1113094. 9-1.

WATER TRUCK FOR SALE, Ford 56, 1,000 gal. tank, new pump & spray bar, all hoses & extras incl. 2 spd rear, good run. cond. \$950. Call 408/265-5821. Reg. No. 1112868. 9-1.

SAMOYED PUPPIES white as snow, AKC Whitecliff Line, G. L. Bailor, 2649 Paganini Ave., San Jose, Ca. Phone 408/274-4859. Reg. No. 1382578. 9-1.

ONE HIGH FI FOR SALE with two speakers. Also table model radio. Reasonable. Call after 5 p.m. 415/861-2299. Reg. No. 0369932. 10-1.

HOUSE TRAILER, clean 12x 60, 1968. 2 BR, Front K. cooler, 1967 weather, garden shed. Art Rothburn, 8200 Jantzen Rd. No. 145, Modesto, Ca. 209/529-4679. Reg. No. 141253. 10-1.

SALE OR TRADE: CRYSTAL FALLS unit No. 2, 1/2 acre nr. Twin Harle. Restricted area. Unlimited facil. for members &

friends \$50/vr. assn. fee-golf, horseback riding, swim, boating, \$7,400. Will cons. mobile home or self-cont. trailer equity. bol. fin. w/Op. Engrs. Credit Union. C. M. Orr, 22 Poppy La., Los Banos, Ca. 93635. 208/8261160. Reg. No. 967249. 10-1.

FOR SALE: PATROL 71D619—So. No. 14 ft. mahard electric start, good tires, \$7,500. Quentin Erickson, 240 East 4 North, Springfield, Utah, Reg. No. 976097. 10-1.

PORTABLE AIR COMPRESSOR on wheels, bare. Chicago Pneumatic model 210 w/6 cyl Hercules eng. \$550 or trade what have you? Jon Caspersen, 2356 El Camino, Sacramento, Ca. 95821. 916/481-3050. Reg. No. 1102047. 10-1.

FOR SALE: FIVE ACRES, 3-acre pasture, 3 BR home, Barn, tackroom, corrals, chicken hse. Chickens, milk cow and calf, pony, geese, ducks and rabbits. \$23,500 w/\$5,000 down payment. John Fuglesv, Rt. 2, Box 55, Fallon, Nev. or call 423-5783. Reg. No. 0561395. 10-1.

SALE OR TRADE TWO BR HOME for lake property. Att. garage, 12x38 patio, garbage disposal, cooler, carpets, drapes. North area. Phone 925-2393. 2620 Prince-lan St., Sacramento, Ca. Reg. No. 0752821. 10-1.

FOR SALE: LOT, LEVEL in Lakeport, for equity only. T. R. Nelson, 2235-41st Ave., Oakland, Ca. Reg. No. 0698517. 10-1.

GRADER FOR SALE: 666-Lef-W-Revenco Lift Controls, Creeper gears, 13' sliding moldboard, Hyd Lift, extra ports & tires. 8,000 hours. \$12,000. 1964 Intl. 1/2T pick-up \$875. Both good cond. Leo Anderson, 315 El Pintado His, Danville, Ca. 415-837-9470. Reg. No. 734371. 10-1.

FOR SALE: PIPE WRENCH, used once. 33½" long, 1-6 open chain \$15. Barrel pump, Takheim Model 688, \$10. Milo Patterson, 19 Manalita Drive, Modesto, Ca. 95954. 916/877-1380. Reg. No. 0185599. 10-1.

WANTED: BE GE HYDRAULIC pump for D4 cat, w/adaptor & spool valves. G. B. Hamerschmidt, 4453 S. Bethel Ave., Del Rey, Ca. 92616. Phone 888-2375. Reg. No. 1072423. 10-1.

FOR SALE: REGISTERED APPALOOSAS, mares & fillies, from 6 mos. up to brood mares due to foal in February. Racing & jumping background. 707/762-9529. Carroll Dow, 200 Knudsen Lane, Petaluma, Ca. Reg. No. 036082. 10-1.

ROLLER: 12 TON INGRAM for sale or trade for boat, airplane, pick-up, camper, house trailer. Roller condition guaranteed. 961-2909, Mr. Barnard after 6. P.O. Box 1447, Mt. View, Ca. Reg. No. 557446. 10-1.

FOR SALE: JIM BEAM BOTTLE collection, some ten years old. Ladd Smith, 5553 Madison Ave., Sacramento, Ca. 95841. Phone 331-2256. Reg. No. 1192152. 10-1.

BOAT: 13' WIZARD fiberglass runabout w/srg wheel, windshield, handshft throttle, 10 HP motor, 5 gal gas tank, oil connections, hoses, etc. ready. Oars, locks, spray fenders brass. \$320. Valued to \$650. Phone 793-9599. F. Amaral, 300 King Ave., Niles, Fremont, Ca. 94536. Reg. No. 0683244. 10-1.

FOR SALE: COMPLETE 2-8 BUCYRUS backhoe front with 3/4 yd bucket. Will fit compatible machines. O. D. Rogers, P.O. Box 431, Durham, Ca. 95938. Phone 916/343-1510. Reg. No. 390106. 10-1.

1969 PRESTIGE MOBILE HOME 20x43, 2 BR, screened porch, awnings, cooler, \$9,200. Phone 471-7413 or 471-5321, Union City, Ca. Reg. No. 0805893. 10-1.

OC4 W/CHALLENGE ladder-v

MEETINGS SCHEDULE

1970 Schedule of Semi-Annual, District and Sub-District Meetings

DISTRICT & SUB-DISTRICT MEETINGS

OCTOBER

6 Eureka, Tues., 8:00 p.m.
 7 Redding, Wed., 8:00 p.m.
 8 Marysville, Thurs., 8:00 p.m.
 14 Kauai, Tues., 7:30 p.m.
 28 Honolulu, Wed., 7:00 p.m.
 29 Hilo, Thurs., 7:30 p.m.

NOVEMBER

3 Sacramento, Tues., 8:00 p.m.
 5 Watsonville, Thurs., 8:00 p.m.
 10 Stockton, Tues., 8:00 p.m.
 12 Oakland, Thurs., 8:00 p.m.
 18 San Francisco, Wed., 8:00 p.m.

DECEMBER

1 Fresno, Tues., 8:00 p.m.
 10 Santa Rosa, Thurs., 8:00 p.m.
 18 Ogden, Fri., 8:00 p.m.
 19 Reno, Sat., 8:00 p.m.

More Personals . . .

(Continued from Page 15)

MARYSVILLE

We are sorry to report that Brother Clair E. Hansen recently passed away. Brother Hansen had many friends in this District, and will leave a vacancy which cannot be filled.

Brother George McBride, who was injured on the job while operating a loader for H. Earl Parker Company at the Englebright Dam, should be off work for approximately three months. In talking to George, he is anxious to get back to work.

Brother J. E. Griffith is presently in the hospital in San Francisco taking a series of tests. However, he hopes to be home soon.

Brother LeRoy Kramer, who works for the Yuba County Sheriff's Department, is presently in the Rideout Hospital in Marysville. In looking at and talking to Brother Kramer, it would be impossible to tell that he is sick. He reminds you more of a full-back on the football team ready to run for a touchdown.

We are sorry to hear that Brother Jerry Lowrey's father who lives in Paradise, California, recently passed away.

We received the following letter from Mrs. H. Laurens Walker, wife of Brother H. Laurens Walker, who is retired and presently living in Paradise, California.

"Mr. Harold Huston, District Representative, Dear Sir: I know will take care of this notice and I don't know who else to report to. Mr. H. Laurens Walker of Local No. 3 (retired) was operated on at the Veterans Administration Hospital in Martinez, California this a.m. All went well, but more surgery may come if he can take it. He is in good shape from the report I received and we feel sure he will be the better for it in days to come.

"Will you please see that this is reported to the proper persons. You will be doing me a great favor and I thank you very much. Sincerely, Mrs. H. Laurens Walker."

We are sorry to report that Brother Gordon Larry West passed away. His lovely wife, Betty A. West, gave me the following letter and requested that it be published in the Engineer's newspaper:

"Mr. Harold Huston, District Representative, Officers and Members of Local No. 3: I want to thank you for the beautiful Bible. It means a lot to know that Larry was remembered by all of you. Thank you. Betty A. West and Family."

NEVADA

Our sincere sympathy is extended to the family and friends of Brother Mario "Soupy" Souza, who was killed on an on the job accident.

Brother Stan Cornutt, Job Steward at Anaconda Company, suffered a broken leg on the job. He is now recuperating at home. We are sure he would appreciate seeing some of you brothers, and we wish him a speedy recovery.

Brother Tom Dennis was in Washoe Center due to an on the job injury. Brother Dennis is now at home and would enjoy either seeing the Brothers or hearing from them. Get well soon, Tom.

Brother C. L. Kendrick is still in critical condition at Washoe Medical and not allowed visitors at this time. We certainly wish Brother Kendrick all good wishes on a speedy recovery.

Brother Val Roller and his new bride, Dorothea, are residing in Reno. They were married August 1, 1970. Congratulations and best wishes to the happy couple.

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Loon Lake One of the World's Deepest Underground Plants

By D. M. FARLEY, Dist. Rep.
 KEN ALLEN, AL SWAN and
 AL DALTON, Business Agents

Loon Lake powerhouse is a mile high, but 1,200 feet underground. Although not very big, a California hydroelectric plant soon will take its place as one of the deepest underground stations in the world.

Part of the Sacramento Municipal Utility District's 210 million dollar Upper American River hydro project, the Loon Lake Powerhouse was blasted out of the Sierra granite nearly 1,200 feet underground and under the lake. When it is finished next spring, the unit will put the last 78,000 kw of the project's 638,000 kw on line.

Loon Lake, with a capacity of 76,000 acre feet of water, is fed through a diversion tunnel from the Rubicon River. It is 6,410 feet above sea level in the mountains just west of Lake Tahoe. The powerhouse is at an elevation of 5,270 feet. Connecting the two is a steel lined penstock shaft that narrows from 10 feet in diameter at the lake intake to 6 feet in diameter at the powerhouse cavern. The penstock runs nearly horizontal about 200 feet from a gated intake in the lake before making its vertical plunge to the powerhouse below. It will feed 1,000 cubic feet of lake water at an operations head of 1,109 feet to the vertical shaft impulse turbine. After turning the subterranean turbine, the water will run through a four mile long tailrace tunnel. Walsh Construction Company, a subsidiary of G. E. Atkinson Company of South San Francisco, drove the 18 ft. diameter bore in only 13 months. Sound granite required concrete lining in only a few spots.

According to Bechtel Corporation, San Francisco project designer and engineering manager, advancing the tunnel at 70 feet per day was routine. So, says Walsh, was the powerhouse excavation.

The 100 foot high, 110'x75' machine hall produced 40,000 cubic yards of spoil, now being used as concrete aggregate by Dravo Corporation, which has a separate contract covering powerhouse concreting and access tunneling.

Putting the plant so far under raised some access problems for routing maintenance and repair. S.M.U.D. decided on a steep 48 degree concrete lined tunnel running from the surface to 1,600 feet down to the powerhouse. Dravo tunneling crews now are mining this 16 foot wide horseshoe shaped bore in which S.M.U.D. will install cable cars to carry maintenance crews down to the machine hall.

For major repairs involving trucks and heavy equipment, the tailrace tunnel plays a dual role. At its downstream end the tunnel forks. One branch will carry water to Cerle Reservoir, another part of the S.M.U.D. project. Cerle feeds a canal leading to Robles Reservoir on the south fork of the Rubicon River. The other branch of the fork is an access tunnel during construction and will be gated so it can serve as a permanent access during shut down for major maintenance.

The remote plant will be controlled by microwave from S. M.U.D.'s central station in Sacramento, 90 miles away.

Despite the expense of driving tunnels for the 28 million dollar project, Bechtel says putting the powerhouse underground was still less expensive than building it above ground in the rugged mountains. And, says Bechtel project engineer, Michael Hayes, with the powerhouse directly under the lake, the start up is much faster.

The Brush Creek Dam near Pollock Pines, California, has been completed. This project was built by Dravo Corporation and is the last dam to be built on the American River project.

Dravo Corporation has got the contract to clean out all the rock traps in the tunnel. This project will consist of about 50 men for about six weeks on a two-shift basis.

Summary of the work to be done is as follows: Clean out upstream rock traps, 17 full compartments approximately 2,000 cubic yards of muck to remove and haul to surface through adit. Clean out downstream rock traps, 10 full compartments approximately 1,600 cubic yards to be hoisted to surface through surge shaft. Remove all exposed rail ties from unpaved invert estimated at 500 ties scattered through out the tunnel. Apply gunite to two sections approximately 4,000 feet downstream from the nearest access. Apply gunite to two sections 4,000 feet downstream. Place 20 cubic yards of concrete in undercut rib. Clean 460 lineal feet of 24 inch sluice line from downstream rock trap to valve house. Drain Brush Creek Tunnel and remove diked head. All work except diked head removal to be done on force account basis. This tunnel is 26,400 feet long, unlined, and not paved. The project manager is H. F. Gustafson.

Pacific Excavators is starting work on a road just west of Cool. This is approximately 6½ miles of road work ending up at the Auburn Dam site.

The Mountain Construction Company is still working on the Auburn Lake Trails Housing Project.

In the North Highlands area work has begun on a one million dollar mobile home development at Jackson Street and Madison Avenue. This project is scheduled to be completed in January 1971.

San Ardo Construction Company has just moved in on Base Line Road and Brother Cap Odom is getting his crew lined out on what looks like a good job.

There is a lot of activity at the Interpace Plant in Lincoln. The members there really put in a hard day's work for John Perry. Brother Bill Waldrop was injured on the job and we hope by the time this goes to press he is feeling better.

Baldwin Construction was awarded the bid to improve Highway 20 at Sunset Ridge near Bitney Springs Road, two miles west of Grass Valley.

Rugen Construction Company is making good progress on the new Seven Hills School in Nevada City. The new upper grade school should be completed and ready for occupancy by the start of school in 1971.

Sutherland Construction Inc. has just completed a much needed truck passing lane on Highway 49, three miles south

of Grass Valley between Pen-gree Road and Allison Ranch Road.

At Penn Valley, F & M Engineering is still going strong with a large crew of backhoe and loader men. You really have to be a rock-hound on this job. This has also been a good job for some of the owner operators.

The unemployment rate in California in August was 6.5 per cent, the highest since October 1961 when it was 6.7 per cent.

The State Department of Human Resources Development, in releasing the labor statistics for August, said however, the number of employed in August showed an increase over July. The rise in unemployment rate, it was explained, is due to an increase in the available labor force.

The labor force, consisting of civilians employed and unemployed available for work and seeking work, totaled 8,738,000 in August, up from 8,689,000 in July. Of that figure, the number of people out of work declined by 6,000 between July and August to a total of 555,000.

There was a gain of 53,000 in the number employed, bringing the total employed to 8,183,000 in August, matching the record set in June of this year.

More Hawaii . . .

(Continued from Page 13)

Training Center. The brothers who have returned have reported that the training and instructors are excellent and that they were amazed at the patience and knowledge of the instructors. Many have asked to return.

CONDOLENCES—Our deepest sympathy to the families and friends of Brothers Benjamin Rogers, Manuel Gouveia and John Kalua who had passed away during the month of September, 1970.

Sacramento

(Continued from Page 13)

our brother engineers working for a number of months.

Anderson Brothers Company is working on the roads in the Auburn Lake Trails housing project.

Bennett Murray, Incorporated and Joe Vicini, Incorporated have a few jobs around the Placerville area and will put the equipment in the shops for their heavy duty mechanic to work on this winter.

Job Safety

(Cont. from page 1)

But the best of the top 15 states had roughly 12.5 inspectors for every 100,000 workers. And the proportion of inspectors dropped all the way down to less than one for each 100,000 workers!

This is hardly calculated to inspire respect for state authority in on-the-job safety and health programs. It goes far to explain why the tragic toll of death, disablement and destruction from on-the-job accidents and illnesses continue to mount.