

Courts Holding Up More Construction

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List New Social Security-Medicare Benefits

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Costs Will Increase For Worker

Congress enacted and President Nixon signed a compromise package of social security and Medicare improvements after abandoning efforts to reach agreement on basic welfare reforms.

The bill sent to the White House in the final hours of the 92nd Congress was in effect a companion to the 20 per cent across-the-board increase in social security benefits that was signed into law in July.

It provides higher payments for widows, Medicare coverage for disabled workers under 65, increased retirement benefits for low-paid workers with a long work history—and a further rise in the payroll tax on workers and employers to pay for the improvements.

DROPPED from the bill were all of the controversial changes voted by the House and Senate in the family assistance program, including both the guaranteed minimum income concept and the compulsory "workfare" provisions.

In the welfare area, the only change was a federal takeover and full financing of the present state-federal programs of welfare benefits to needy adults who are aged, blind or disabled.

On social security and Medicare benefits, these improvements were enacted:

- Most of the 3.8 million widows on social security rolls will have their cash benefits increased from the present 82.5 per cent of their husbands' benefits to 100 per cent. Those who began drawing benefits before age 65 would receive a smaller increase.

Example: A retired wage-earner draws \$200 in basic benefits plus \$100 for his wife, also over 65. Under present law, if he died, his wife would receive \$175 a month—82.5 per cent of his basic benefit. Under the new legislation she would receive \$200.

- Persons who have worked at least 30 years in employment covered by social security would be guaranteed a minimum of \$170 a month on retirement at age 65, with \$255 for a couple. Those with less service would have lower minimums. The new legislation would more than double present minimums for long-term workers.

- Workers who stay on the job after 65 and don't start drawing benefits until a later age will receive slightly higher benefits when they do retire—amounting to 1 per cent additional for each year of work after 65.

- Workers over 65 will be able to earn up to \$2,100 a year without reduction of benefits, instead of the present \$1,680 limit. Above that, their benefits will be reduced \$1 for every \$2 of earnings.

- Men who retire before age 65 or who have reduced earnings in the years between 62 and 65

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"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 • No. California, The Golden State • No. Nevada, Silver State • Utah, Heart Of The Rockies

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SAN FRANCISCO, CALIFORNIA



40 November 1972



RIBBON CUTTING CEREMONY marked the grand opening of the Murieta Mobile Homes this month. The first in a series of developments within the new community at Sloughhouse, Calif., just outside of Sacramento. Shown cutting the ribbon to launch the new development are (l. to r.) Felix Siri, management co-chairman of Operating Engineers Pen-

sion Fund, owners of the property; Henry Kloss, Sacramento County Board of Supervisors; Howard Alexander, President of Commodore Properties, Inc., lessee of the Mobile Home Site and Al Clem, Business Manager of Local Union 3 and co-chairman of the Pension Trust Fund. (Other pictures appear on page 11.)

First Residential Facility

Rancho Murieta Mobile Home Village Opens

A yellow ribbon was cut this month to signify the grand opening of the Murieta Mobile Home Village, the first residential development in the 3,500-acre Rancho Murieta satellite community 25 miles southeast of Sacramento on Highway 16. Rancho Murieta is owned by the Pension Trust Fund of the Operating Engineers Local Union No. 3, who operate a training center for apprentices and journeymen on the property.

The ultimate development of Rancho Murieta, according to Ray D. Henderson, Project General Manager and President of Murieta Sales, Inc.,

will be a \$40 million satellite community of 15,000 to 20,000 residents that is bisected by the Cosummes River as well as Highway 16.

A 6,997-yard public golf course is already in operation at Rancho Murieta and a 40,000-square foot country club is presently under construction on the site. The course will ultimately become a private country club when the adjacent public golf course is completed. The club house is scheduled for completion by next July first.

Other natural and developed amenities at Rancho Murieta will include a 4,000-foot air strip (now in use), eight recreation-oriented lakes and reservoirs, 160-acre equestrian center and rodeo arena, bridge trails and bi-

cycle and foot paths, Huck Finn Island Playground, beach areas along the river, and historical sites on the property. Sixty per cent of the 3,500 acres will be devoted to green belt areas, Henderson pointed out. Approximately 5,000 single family and multi-family dwellings are planned for the community, Henderson said.

The first home sites will be available for sale next spring. The majority will be adjacent to the golf course, lakes and river. Special emphasis is being placed on security in the community, the General Manager noted. A single entrance will be controlled by a gate attendant 24 hours a day and horse mounted security guards will be on constant pa-

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Appeals Court Stays Melones Dam Contract

The United States Court of Appeals yesterday delayed the awarding of an \$83 million contract for construction of the New Melones dam until December.

U.S. District Judge Charles B. Renfrew ruled on November 13 the award should be made this Friday.

But the Environmental Defense Fund of Berkeley appealed Renfrew's ruling, and the Court of Appeals postponed the date for the award to have time to study the appeal.

Michael Palmer, attorney for the environmentalists, said that if the appellate court refuses to stay the award beyond December 8, he will appeal to the U.S. Supreme Court.

The dam, if built, would store 2.4 million acre-feet of water on the Stanislaus river.

Control Board Legal Threat Delays Dredging

The U.S. Army Corps of Engineers, threatened with a lawsuit by the Bay Area Water Quality Control Board, agreed yesterday to a two-week postponement of what it called a vital Mare Island channel dredging project.

The board, awaiting a report from its staff on the pollution potential of the project, said it would go to court and request a restraining order if the Corps proceeded with its announced intention of beginning the dredging on December 5.

Corps officials said the dredging is important to national defense because winter silting would otherwise prevent vessels from entering or leaving Mare Island Naval Shipyard.

At its monthly meeting in Hayward, the board also voted to grant an exception to its ban on new sewer connections in Mill Valley to permit construction of a low-income housing project.

The 50-unit project is to be built by the non-profit Interfaith Housing Foundation on a site adjacent to U. S. 101 just north of the Richardson Bay bridge.

Board members approved the exception after hearing attorney Douglas P. Ferguson describe Marin county as a "wealthy ghetto" in which people of low and moderate incomes find it almost impossible to buy or rent homes.

Also approved by the board was a new sewer connection for the Community Church Retirement Center at Camino Alto and Miller avenue in Mill Valley.

Last year, the board issued a general ban on additional sewer connections in Mill Valley pending completion of a new sewage treatment plant, which is expected to be finished next summer.



Collectively Speaking with Al Clem

The National elections are now over and we all know the results. Many of us were satisfied, and of course it goes without saying that there are some who will not be so satisfied. We hope and trust that the war in Vietnam will soon be a part of history and that we can devote our efforts to building a better America.

The out-of-work list has decreased considerably, up until the time of the rains. Of course, this is that season of the year in which all who work in construction know is generally chicken or feathers. We were extremely disappointed to see that Proposition 20 received the majority of the vote of the people in California, but we in organized labor have suffered several setbacks, and I am sure that as time goes on we will be able to forge ahead and continue to build a better America in the jurisdiction of Local 3.

We attended a Business Managers' Conference called by the General President in Washington. While there we had an opportunity to converse with business managers of Hoisting & Portable as well as some Stationery Engineers' unions from all over America and Canada. I don't like to be a bearer of gloom and doom but it seems that due to the economic conditions existing not only in our country, but all over the world, that we in the labor movement face very critical times. At the present time we have developed a very good rapport with people in the Government. Of course, of great interest to all Operating Engineers and their families is how the price control and wage control problem is affecting all of us. Up to this time we have had generally good success in securing approval of the wages and fringes contained in our negotiated contracts. We only hope that we can maintain this same batting average. In talking with the various business managers throughout the United States, we are indeed extremely proud of our track record in this field.

There is one thing that bothers me considerably and that is the reports that we received while at the Business Managers' Conference about the tremendous amount of work that is going non-union in certain sections of the United States. We are seeking answers to this problem on an international scale, and in talking with contractors from all over the United States we are extremely proud of the remarks that they make about the work records of members of Local 3. You hear a great deal of talk from certain segments in the business world about so-called feather bedding, while on the other hand when you visit some jobs throughout the country you will find many people other than Operating Engineers who indulge in this practice to a degree. In my humble opinion, this cry of feather bedding is extremely unfair. We can remember the time when the crews on railroad shovels, for example, consisted of at least six men. Now, we have shovels running with two people on them, which are a great deal larger, faster and more complex to operate. I am assuming that there are some people in the contracting business, and fortunately I don't think we deal with too many of them in the territorial jurisdiction of Local 3, who worry more about this so-called feather bedding than they do about programming their jobs or projects to get the maximum amount of productivity from the machines and their employees.

While in Washington we had a meeting with the I.B.E.W. over our mutual jurisdictional problems. I am sorry to say that we were unable to resolve them all at this time. During the coming months we will be meeting with the joint committee composed of an equal number of the Teamsters and Operating Engineers to discuss our jurisdictional problems throughout the United States. This agreement is one which has been in effect for quite some time and I can say with a great deal of pride that it is perhaps working better than any other jurisdictional committee that we have working throughout the country. The General President is setting up a committee to meet with the Laborers to see if we may not be able to resolve our jurisdictional problems.

It seems that as time goes on, more and more of our efforts have to be devoted to dealing with government agencies, which takes up a great deal of time. Fortunately,

See MORE COLLECTIVELY SPEAKING Page 3

Heavy Construction Industry Faces Bleak Holiday Season

By ROBERT E. MAYFIELD, District Representative; JACK BULLARD, JACK CURTIS, TOM CARTER, and ROBERT FLECKENSTEIN, Business Representatives

By ROBERT E. MAYFIELD,

Rain — Ecologists Continue to Dampen Work Picture. Just as our out of work lists were at 1972 calendar year lows, one of the wettest Octobers in 82 years of record keeping has occurred in this county. We all had high hopes of having what has been a rather dismal season this far

Robert E. Mayfield to finish on the bright side up until at least Thanksgiving, or with super luck until Christmas. At this writing, the only result of these unusual rains besides green pastures and hillsides is mud slides and a growing out of work list. The summer fires in the Big Sur area south of Monterey stripped the mountain sides of vegetation and now the drenching rains are causing giant oozes of mud, which has caused mud slides across Highway No. 1 almost daily since the rains began, and has done millions of dollars of damage to dwellings and properties located below this sliding mud.

By the time this article reaches the press, Proposition 20 (The Coastline Initiative) will either be in effect or will have been voted down. The far reaching effects of this amendment, if it is passed, will just draw the noose even tighter around any construction or proposed construction anywhere on the entire coastline of California or even as far as five miles inland in some cases. Our industry is deeply depressed enough now without more obstacles to hurdle, and we're certain plenty of our members everywhere besides in this area can verify what the work picture has been.

Last month myself and the San Jose Business Agents along with around 100 Engineers and their wives attended several of the San Jose City Council meetings regarding a building moratorium (stopping of all building permits) plus the City Council was to make a stand at this particular meeting of its endorsement or denial of Proposition 20. Through these efforts, we're certain was caused a neutral stand to be taken on this proposition as the vote was 3 to 3.

However, in viewing the situation, two things disturbed us quite badly. At this same meeting were entire classes of state college kids and headed by their instructor most likely receiving college credits towards a class completion and a college degree. These college instructors are receiving their salaries through our tax monies and these same monies support the entire state school systems. If we can't have enough work even to support ourselves, how can we the working people hope to support this kind of a mixed-up society and its systems that are now wobbling. Maybe we can all join on the band wagon and do like some of these same

kids are doing and draw food stamps and other relief while attending college at the same time.

Additionally, at this same meeting, one of the three votes for this initiative was turned in by this City's Mayor. It was by a mass effort of all of labor by votes, money, and such that helped get this man in office, and when the chips are down, he then votes against what labor doesn't need, and that is a further reduction of work throughout this state. How long are we the public going to put up with this nonsense?

In closing, on a brighter note, we would like to thank our members, and in some cases their wives, who have come to the several town meetings held throughout this area as well as the Pension and Health and Welfare meeting. The response has been good and most have commented on how informative they have been.

By TOM CARTER

The State Highway Department has awarded a \$300,000 contract to the Flintkote Const. Co. for repairing and resurfacing a four mile section of the Pacheco Pass. The job starts at the Santa Clara County line and extends four miles west to Pacheco Creek. The project is keeping about ten engineers busy, weather permitting.

The latest section of Highway 680, which was awarded to the Milburn Const. Co., has started. The clearing has been completed and they are now working on several detours. When this work is finished, they will start to move the heavy dirt for the bridge approaches and undercrossings.

Guy F. Atkinson's section of Freeway 280 through the City of San Jose is nearly complete and should be open for traffic by the end of the year. All the paving is completed and the crews are cleaning up and finishing the job.

The same can be said about the Gilroy Bypass Freeway. The first two jobs, which are to the north of Gilroy, have been completed and sold to the State. The last remaining section, which is the bypass through Gilroy is in the paving and finish stages. This complete ten mile freeway section is also scheduled for opening about the first of the year.

By ROBERT FLECKENSTEIN

Work in the southern part of the area is still going along very well. The rain hasn't affected them too much in the area. The ground was pretty dry and soaked it right up.

We would like to wish a speedy recovery to Dick White-wing. He is the steward at Warner-Yates in San Jose and

has done an excellent job. Also, it's nice to see Homer Jones, another steward, back to work at Gabilan Iron after a short illness. He also has done a very fine job.

The shops in the area are all going along fine and working 40 hours a week. The Equipment Dealers are all keeping their crews busy and getting in their 40 hours.

We would like to thank all the brothers who attended the meeting with the City Council on Oct. 10, 1972 in regards to Proposition 20 and the building moratorium. The thing that impressed us was, even though the City Council was using their delaying tactics to wear us out, everyone stayed around until it was brought before the house. The Council ended in a deadlock, but they knew we were present.

Huntington Bros. is still running a double shift on their job on Reservation Road. This has been a good job for some of the brothers in the area. Between the two shifts they have 20 brother engineers working.

Renz Const. has started a good size job at the PG&E Power Plant in Moss Landing. They have nine brothers working and will probably put a few more to work before long. This job should go to around February.

Phil Calabrese has a small road job at Moss Landing and had six brothers working until the rains came. This job was shut down right away—hope to see them get started when the rain lets up.

Granite Const. in the Salinas area is still busy doing sub-division work and some underground work. The Batch Plant is going pretty steady also. The brothers in the shop have enough work to keep them going.

By JACK CURTIS

The first rain has fallen in the southern part of District 90, and what work is left is slowing down.

Brothers, the work picture hasn't been bright in the last two years and is going to get worse if we the construction workers and Building Trades people don't start attending our City Council and City Planning Commission meetings.

In the Santa Cruz and Monterey Counties quite a few retired people and college students don't want to see their counties expand, and they attend all the council meetings and have a great influence on our councils. They forget that the construction worker relies on this work and they are tax payers with families to support.

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Myth About High Construction Labor Costs Are Exploded

Society magazine, which usually covers the area of sociology and anthropology, took a look at the construction industry recently and concluded that labor is actually a minor portion of the cost of new housing.

"It is commonly believed that labor is the main factor causing increased housing-production costs. The cost increases are allegedly attributed to the archaic closed-shop practices of the unions, low productivity and high wage settlements.

"This is in fact a union-busting tactic designed to divide the working class and divert attention from the major sources of cost increases—profiteering by land speculators and bankers," wrote Michael E. Stone in an article entitled "The Politics of Housing: Mortgage Bankers."

Stone found in his studies that labor's share of the cost of both single-family and multi-family housing is roughly 20 per cent. Construction financing alone is 10 per cent of the total and the developer's overhead and profits are another 15 per cent.

Materials account for 35 per cent of the price and site acquisition and preparation the remaining 20 per cent.

"Hourly wages of workers in the building trades have risen extremely rapidly when compared with other industries. What is never added though is that the average construction worker has a job only two-thirds of the year, and for the past few years there has been little enough construction work of any sort," Stone wrote.

"Indeed, ever since World War II the average annual unemployment rate in the construction industry has been about twice as high as in non-agricultural industries; since the mid-1950s it has been even more than twice as high."

The apparently high wage settlements have in fact not kept

annual incomes of construction workers up with workers in manufacturing.

"In addition, careful studies have revealed that from 1947 to 1965 real output per man-hour in the construction industry actually increased at an average annual rate of 3.4 per cent—quite comparable with manufacturing. According to the President's Committee on Urban Housing . . . between 1950 and 1966 the labor share of housing costs actually decreased . . . The assertion that labor has been the prime source of construction-cost increases is clearly a myth," he wrote.

Finally, Stone points out where the increases are really coming from.

"The most rapidly rising components of housing costs in recent years have actually been land-costs, financing charges and closing costs. During the last few decades land has been the fastest rising major element in the cost of new housing."

"On average, each parcel of urban land in the U.S. more than doubled in value between 1950 and 1965. This increase refers to raw land alone and does not reflect additional increases in the cost of land development and site preparation. In the same period, for single-family FHA homes, site value (including land development) went on average from 12 to 20 per cent of total house value."

WASHINGTON, D.C. — California Congressman Harold T. (Bizz) Johnson revealed today that the Department of Interior has allocated to California \$167,197 under the Historic Preservation Act of 1966. The allocation must be matched and used to assist in identifying, recording and preserving public and private sites of historical, archeological or architectural significance.

AFL-CIO Labor Center Offers Classes at U.C.

Three educational programs to help develop effective trade union leadership will be held by the AFL-CIO Labor Studies Center at the University of California campus at Berkeley during the months immediately ahead.

Brochures announcing the courses on "Labor Law," "The Conglomerate," and "Arbitration," were sent to all AFL-CIO central labor and craft councils this week.

Applications to participate in the courses, which are designed for full time union staff members, should be sent to Fred K. Hoehler, Jr., director, AFL-CIO Labor Studies Center, Inc., 1500 Massachusetts Ave., N.W., Washington, D.C. 20005.

The course on "Labor Law" will be held December 4-8, 1972. The registration deadline for it is November 20.

The course on "The Conglomerate" is scheduled January 29-February 2, 1973. Registration deadline is January 15.

The "Arbitration" course will be held April 9-13, 1973. Registration deadline is March 26, 1973.

Honeymoon Pay

Honeymoon - leave - with - pay was the innovative contract clause negotiated by Local 54, American Federation of State, County and Municipal Employees, AFL-CIO, with the University of Pennsylvania.

Seen by the union as a definite encouragement to romance, the contract clause specified that "any employee who marries and plans to continue his work with the university after marriage will be permitted a leave of absence with full pay for one week." (For an extended honeymoon the employee can take additional time off without pay.)

We Get Letters . . .

Dear Sir:

I thank you and all of your great team of benefactors for our union, Local Number 3. I started firing railroad steam shovels September 21, 1906 on the Northern Electric Rail Line out of Marysville to Sacramento, at the age of 14 years, and from then on learned what union management means for any union. For many years we had unions without managers. Then we got managers that put the dues received in the bank in their own names. This even happened in the Steam Shovel and Dredgemen Union No. 3, before it became Local 29, then Local 45, then back to Local No. 3 of today.

When we see what we have today, compared to yesteryears, I say all union members should be very thankful that our union leaders can call themselves a team and be proud of it.

I thank you people for choosing the New York Life Insurance Company for our retirement pension instead of any bank.

In the old days, you had to put in at least four years before you could break in as an operating engineer. If you got on too soon, you were considered to have the throttle fever. Well, today it is different.

When I was getting \$2.00 per hour for running steam shovels that was tops, even in 1936 when we took off the Rincon hill so the bridge could come in to San Francisco. In fact, I was the first operator to get \$12 a day for six hours work offered by the State Highway in 1936 in San Francisco.

Red Hester and Frank O'Neil will back up Al Clem and his team any day in the year.

Every job that any operating engineer has, he should keep a record of names and jobs worked, for each job has a history to it, greater than they think. If they don't believe it, let them live to be over 80 years, because that's when you can sit down and think everything over and over and see not your old gang again.

Well, Al I just felt like telling you how I feel about your first class management. The Lord knows what you are doing each day, so stay with it, you will always get the help you need.

Sincerely yours,

Brother Frank O'Neil

P.S. Yes, I voted for the team, August 26, 1972, and in November I will vote NO on anything that will stop our boys from making a living, after all their efforts in learning how to do their jobs, be it a hard or easy way. Thanks again, Al, you are doing fine, don't let anything get you down. Stay with it.

More Collectively Speaking

(Continued from Page 2)

not because of my being on these committees, Local 3 is well represented in that I have the two appointments, one from the Labor Department and one from the Governor, which is very beneficial to the operation of our union.

A meeting of the Western Conference of Operating Engineers was held in Phoenix, Arizona and I was able to attend the Executive Board meeting of the Conference, and a day of the Conference, having to return to San Francisco to conduct the business of the union.

During the past month I attended the Oakland District Meeting which is always a pleasure for me, for it was here that I put in a considerable amount of my time as a Business Agent and District Representative. We noted that there was a considerable number of apprentices at this meeting and we endeavored to give them a little background information on how this union was formed. As we have told you many times before, engineers' locals all over America view your union as a model of leadership and progress, and what is discouraging to me is that out of the 35,000 plus membership, statistics show that we have 17,000 members who have been in the union for over ten years. This leaves you many who don't know the history of the making of this organization. There are many old timers who walked the streets to secure the conditions of which many of us enjoy today. It is with a great deal of pride that we can report wherever we go, that through the team effort of the officers and the Executive Board, backed up with the full cooperation of the membership that we have one of the finest organizations in the country today.

I am sorry that this paper will reach you after the Thanksgiving Holiday, this being a long weekend in some of our contracts. I hope that all of you have a safe holiday and in the event that the next issue of *Engineers News* doesn't reach you before, on behalf of the officers, Executive Board members and the staff of Local Union 3, I would like to extend to each and everyone of you the season's greetings and let's hope that the coming year will be a more prosperous one than the one just past. Let's continue to build our organization stronger and that we may retain the respect that we have throughout the rest of the labor movement in this country.

We participated in the dedication of the Rancho Murieta Mobile Home Village and I must say that I was very impressed with this fine facility. Any of our members who are interested in mobile home living should take a look at this location. We also talked to several of the people in the mobile home business and were able to arrange a considerable reduction on the purchase of a mobile home by any member of Local 3. If you are interested you can obtain further details on buying and financing by contacting Red Ivy at your Local 3 Credit Union.

During the past month 2,467 jobs were dispatched from the out-of-work list, and there were a total of 85 contracts signed, 17 long form and 68 short form.

Work Picture Not Too Bright In San Jose

(Continued from Page 1)

By JACK BULLARD

We have attended several meetings on Proposition 20, referring to the coastal initiative. This Proposition is as bad as Proposition 9, which was defeated. The group in favor of Proposition 20 wants to stop construction work on coastal zoning.

The Wilder Ranch is a big project we are hoping the Planning Commission will approve in Santa Cruz County. They are having public hearings on this project now and we thank our brothers for attending the October 11th meeting. This development will mean 25 years of work if approved.

Peter Kiewit at Moss Landing is running three shifts on their job, consisting of pile driving and 3,000 feet of pipeline from Kaiser Refractories out in the ocean.

Milburn Const. at Ford Ord is on their finishing touches on Highway 1 and hopes to be completed in early 1973.

Northland Const., a newly formed company in Santa Cruz, has completed jobs at Tahoe and Oroville and is starting a job in Paradise.

Granite Const. Co. has managed to keep most of their steady engineers working locally this year, but work looks bad for 1973 unless we can stop this ban on construction work.

Santa Clara County West of Highway 17. Also Tech Engineers and Testing and Inspection Members. You District 90 members have been attending local government hearings in strength! More power to you, for this will give you more power! Tuesday evening, October 10th, we attended the San Jose City Council meeting. Nearly 100 of us attended, including wives. Forty of us signed the political attendance roster for Local No. 3. We came to oppose City Council endorsement of Proposition 20, the Coastline Bill. Brother Clarence McKeag spoke well in opposition. The City Council, with one absence, voted 3-3 on the move to endorse. Since 3-3 is no majority, Proposition 20 was not endorsed! We strongly applauded Councilmen Naylor, Garza, and Colla, who opposed endorsement.

Next evening, Wednesday, October 11th, the Santa Cruz Planning Commission listened to a compromise bill reducing the proposed North Coast Development Area. Over twenty-five of us signed the Local No. 3 political attendance roster at this meeting, in a room designed to seat 89. We opposed the compromise. Business Agents Fred Rule (Plumbers) and Chuck Neve (Carpenters) also were there with their members.

Gentlemen and brothers, these local government meetings are

where we can (1) change and (2) increase our daily work. We must attend these meetings when construction issues are voted on. You elect these officials. They will listen and act for you, because you vote for them or against them. Two members already organizing local car pool groups are Harvey Pahel and Bert Miller. If you will organize car pool groups to attend these meetings, call our San Jose office now. You are needed.

Ate picnic lunch with Tony Medinas, roller; Dale Costanza, grade set; and Earl Stafford, blade, with Freeman-Sondgroth. They were completing a small pad at Indio and Soquel in Sunnyvale. Tony came out of apprenticeship competent in several classifications. Good head.

Art. Rheinholm had a crane at University of Santa Clara. Randy Burke (borrowed from Bigge) ran the crane, Don Freitas is assistant, and Brother Don Sprague ran forklift for E. A. Hathaway, General Contractor, same job.

We met before work with Shahinian & Rogers, Tech Engineers, in late September. Don Henderson and Fred Otanez were there, Ace Oxford had clearance to work that morning. George Staben is apprentice, Wayne Rogers is in the field with them. Fred's a Certified Chief of Party, and he drives hubs like a machine. Does 50 push ups, no strain.

Apprentice Systems Notebook

By JACK H. McMANUS
Administrator

Apprenticeship is progressing year by year and with the passage of each year, much progress is noted in the area of training and education. Some members of your Joint Apprenticeship Committee from each state recently attended the 9th Annual Apprenticeship Conference held in New Orleans, both labor and management members.



Jack McManus

The conference does an excellent job by bringing labor and management together through the medium of education, training and apprenticeship. The apprenticeship system of Operating Engineers Local Union No. 3 stands head and shoulders in this area and at every conference we have been bombarded with questions regarding our program and particularly toward Rancho Murieta Training Center. There is no union local or program in the United States that has the program for apprenticeship and training that exists in Local Union No. 3. The members of Local Union No. 3 should take pride in the accomplishments of your leaders and the programs that have been implemented by them.

As a direct result of the conference, Rancho Murieta Training Center will have a great many more visitors from all parts of the United States, just to see for themselves.

Let's talk about Rancho Murieta Training Center and some of the things planned for your training center. The related supplemental instruction is supervised by American River College because we are in their geographical district but, in addition, Mr. Jay Nelson (President of Utah Technical College) as well as Mr. Jack Bobay (Supervisor of Instruction for the great state of Nevada) have given their wholehearted support and agreement to Rancho Murieta Training Center.

Special arrangements with the University of California and their teacher credentialing section have been established for teacher training classes to be conducted at Rancho Murieta Training Center beginning January 8, 1973. The instructor for this special, limited course will be Mr. Jerry La Perle and we are sure our instructors will benefit from his course and I'm twice as sure that Jerry La Perle will learn a great deal.

We are completing arrangements through a Laser manufacturing company to implement instructions on the theory and application of Laser but this is in the development stage and we will keep you informed.

In the future, and it takes time, classroom instruction will be revised and brought up to date because the industry is moving ahead so rapidly. This is a large project because of technology and the changes, such as more technical information, OSHA safety regulations, etc. Speaking of classroom instruction, all apprentices must buy books. We can sell books to the apprentices, but if you cannot afford to buy the reference text books, we will lend them to you while at Rancho Murieta Training Center but you must buy the workbooks because you write in those. So bring your hard hat, gloves or leathers, your work clothes and a few dollars for work books. You must also stay in residence at the training center for a minimum of two weeks or your assignment time.

To those of you that are just "thinking" about going to Rancho Murieta Training Center, don't "think" about it but do it. The training center is *your* training center for *your* benefit and for *your* use. You will certainly learn, learn how to be a better operator, learn to be a safer operator, learn what your organization is doing to promote better working conditions, safer jobs, doing it right the first time and a better industry. We hope to see you soon at Rancho Murieta Training Center.

Failure to control noise may result from the failure of American manufacturers to develop skillful research on hearing problems, a British engineer told a recent conference on noise in Washington, D. C. R. M. Taylor, Rubert Taylor and Partners, Ltd. of London, England, said the main problem for industrial noise control appeared to be ignorance on the part of machinery manufacturers.

Answer to the problem is education, Taylor added. The manufacturers must be made aware of noise problems as well as steps that can be taken to control them.

These control measures should be in the form of engineering changes of equipment, said Taylor.

The US Department of Labor has filed a complaint charging General Electric Co. with violating the equal pay provisions of the Fair Labor Standards Act. . . . The violations allegedly took place at GE's Cleveland Wire Operation where it was charged GE was not paying equal pay to all employees who were doing the same or similar work in the same workplace. . . . Nothing surprises us about this company.

Utah Work Holds Fair

By JOHN THORNTON

Apprenticeship training opportunities have held up fairly well in Utah this past work season. We had hoped that enough construction projects would be let to increase the number of registered apprentices under the new ratio more than have this year.

Many apprentices, during their regular on-the-job training, have not had the opportunity to get enough "seat time" on equipment operation. Recognizing this problem, the Utah Joint Apprenticeship Committee adopted a new policy as part of the Standards that an apprentice attend Rancho Murieta Training Center for an additional 240 hours (or six weeks) of on-the-job training before attaining journeyman status. We feel that this additional training will enable the apprentice to be better qualified to hold a job when he becomes a journeyman Operating Engineer.

Hunting season is in full swing in Utah and on weekends many hours are spent by apprentices and journeymen alike in the mountains and fields. James Taylor, first period HDR, only spent a few minutes before bagging the biggest bull elk on the mountain on the opening morning of elk season. We would like to congratulate him on his trophy.

Apprentices who have recently completed training are: Lee Nez, James Poulas and Dave Plumb. We wish to congratulate them and wish them every success.

East Bay Safety Meet

By LOU BRADY

The work situation in and around the Oakland area has been very good in the past few months. With the rainy season setting in, we can expect to see work slowing down. This is not a time for one to become discouraged, but for one to continue to train and progress as an Operating Engineer Apprentice. There are lots of things to keep you busy: 1.) By applying for training at R.M.T.C. 2.) Reading and understanding all of the rules governing you as an Apprentice. 3.) Attend all designated meetings.

Your Apprentice Coordinator is always happy to render his services to all the Apprentices. He is more than willing to help you in any way possible if it is reasonable and beneficial to you.

On October 12, 1972, we had a safety meeting, we were very happy to see such a large number of Apprentices in attendance. We would like to see more of you. At the next Safety meeting, we would like to see 100 per cent attendance, also the District meeting. We are sure that if you attend these meetings you will find them beneficial while you are training as an Apprentice and after you have obtained your Journeyman status as well. Make attending designated meetings a habit, believe me it will benefit you in a number of ways.

JAS News

VOL. 2—NO. 9 NOVEMBER, 1972

News and photograph copy appearing on pages four, five and six is paid for by the Joint Apprenticeship System.

Governor Appoints DAS Chief To Committee On Minority Employment

James E. Stratten, Chief of DAS, has been named to a committee which will oversee a proposed state program to increase minority employment in the construction industry.

The committee is headed by Pier Gherini, chairman of the State Fair Employment Practice Commission.

In order for construction firms and unions to take part in contracts involving Federal funds, they must participate in the program.

Final approval, by the U.S. Department of Labor's Office of Federal Contract Compliance, is expected January 5.

Some of the management and union organizations that have already signed agreements are: Local 12, International Union of Operating Engineers; California Conference of Mason Contractors; Building Industry of California; and California Drywall Contractors Association, all of Los Angeles; International Association of Bridge Structural and Ornamental Iron Workers District Council; Local 3, International Union of Operating Engineers; Bay Counties District Council of Carpenters; and International Union of Elevator Constructors, all of San Francisco.

Also signed are: California State Conference of Operating Engineers; Bay Counties Civil Engineers and Land Surveyors Association, both of San Mateo; State Building and Construction Trades Industry; Engineering and Grading Contractors Association of California; and Painting and Decorating Contractors of California, Inc., all of Sacramento.

And: Kern, Inyo and Mono Counties Building Trades Council, and Plumbers and Fitters Local 460, both of Bakersfield; and Associated General Contractors of California, Inc., Shingle Springs.

Apprentices On Big Dam Construction

By Nick Carlson

FRESNO APPRENTICES ON DAMS—The Perini Corporation has started construction on the Hidden Valley Dam, and the Buchanan Dam. Five Fresno apprentices are receiving training on these huge projects.

Third period apprentice, Larry Daniels, and first period apprentices, Benjamin Tate, and Benjamin Jones, are on the Hidden Valley Dam. Second period apprentice, Tommy Colan, and first period apprentice, Martin Vallejo, are on the Buchanan Dam.

Hidden Valley Dam is located on the Fresno River, sixteen miles east of Madera. It will require six million cubic yards of dirt, and two million cubic yards of rock. It will measure six thousand feet long, and one hundred and seventy five feet high, and is due for completion in three years.

Buchanan Dam is being built on the Chowchilla River, sixteen miles east of Chowchilla. It will be twenty five hundred feet long, and one hundred and seventy five feet high, and will have four hundred thousand cubic yards of impervious earth core, and one million, six hundred thousand cubic yards of rock. It is scheduled to be completed in two years.

Ball's Weed Project Still Stays Busy

By CLIFF MARTIN

Winter seems to have arrived a little earlier this year. Hughes & Ladd's road project at Lakehead is in the completing stages with only 4 or 5 days to go. The early rains have filled all the D.I.'s with mud & debris so they have a few more added days of clean up.

The rain hasn't seemed to slow down the Gordon Ball project at Weed. The roadway excavation is a granular type of lava and the water seems to filter through. We have nine Apprentices on this project and now the job has been phased back, so at present there are only three. We believe the special provisions of the contract called for ten trainees.

We have one second period grading & paving Apprentice with Eastco project about 25 miles west of Happy Camp. This is a Forest Service access road and they are able to continue working in the bad weather as they have approximately one mile to pioneer. Paul Easley had high praise for the Apprentice, said he has a very good attitude and a willingness to work and feels he is already a qualified grade setter. Due to the steepness of the terrain, experience on equipment has been limited, but as the project progresses and becomes more opened up, he will have more opportunities to operate the equipment.

Hughes & Ladd & McConnell road project, hi-way 99 north of Hornbrook has had to do a little drilling and shooting and due to the rocky material they haven't yet been slowed down by the rain. Currently five Apprentices are on the project. Harold Giest, project Supt., said he was well pleased with the Apprentices. He has a 2nd period H.D.R. Apprentice assigned to work with the mechanics, a 1st period Apprentice assigned to the lube truck as an extra man. He has three different spreads going on the project and one Apprentice was assigned to each spread, acting as relief men. He feels they are all productive and useful.

Voting Figures Are Disappointing

On Election Day, according to Census Bureau reports, there were 139.6 million Americans of voting age but 44 million had disenfranchised themselves—they had not taken the trouble to register.

In 1968, 68.1 percent of the voting age population was registered. When final report are in, the 1972 percentage is expected to be higher.

These facts were culled by **The New York Times** in an analysis prior to the election.

Of course, far fewer than the 94.5 million Americans actually voted Election Day. Numerically, the number actually registered was up 13 million in 1972 over 1968. Part of this increase was due to the lowering of the voting age to 18 and easier registration laws.

Early registration figures, according to **The Times**, show that those over 24 were registered on about the same level as those 24 and younger—new voters. These show that 80 percent of college youth registered while 55 percent of non-college youth were eligible.



Several San Jose Apprentices Have Now Completed Program

Anthony O. Mignano, is Director of the Long Beach Area Office, OSHA, Hartwell Building, Room 401, Pine Ave., Long Beach, Ca. 90802 (213-432-3434).

Silver State Reports

We are now testing apprentice applicants on the second Wednesday of each month. Our applicant list is exceedingly long, and with winter approaching, we do not expect to indenture any from this list until next year.

The committee now has 917 apprentices in five classifications, 204 of them from minority groups.

When Winter Comes So Does Need To Sign Out-of-Work List

It is a must that daily reporting cards be sent in, even if you are unemployed. We have no-

We want to thank all the Apprentices who have attended meetings and for their interest in their Union and its Officers. We will be having more meetings from time to time so that we can get to know all of you better and to answer your questions. If you have any questions or problems call me at (707) 528-6916 (home) or (707) 544-8011 (office).

Things Keep Changing

Big Brad Does Final Stint On Apprenticeship Safety Bit

This young man had been an apprentice for about one year!

Keep safety as the number 1 priority in your thoughts and keep alive.

S. Cal. Engineers' JAC Official Heads Apprentice Group

Also elected were Gardner Morse, co-chairman; Jack Horner, secretary; Lloyd Moul, co-secretary; William Lopez, treasurer; John A. Olivero, co-treasurer; and Gunnar Benonys, Arthur Taylor and Ray Carey, trustees.

[illegible]

Many Hours Lost To Sloppiness!

Mistakes Can Cost You Important Credits

Below is a sample of a work card properly made out.

Scanning The System

By ART PENNEBAKER
Assistant Administrator

The Federal Government has recently taken the position that raises in income developed through collective bargaining will be limited and that raises in income above those limits will be allowed only if there is increased productivity.



Art Pennebaker

More than twelve years ago, Officers of Local No. 3 began a series of meetings with Employers to develop the first steps in the designing of an overall training program leading toward increased productivity and, therefore, a better bargaining position leading toward increased income for Operating Engineers. With a great deal of foresight, some very tough collective bargaining negotiations and a great deal of gut leadership, a system of training was established which would accommodate the skilled Journeyman who wished to transfer his skills to another area of work accomplished by Operating Engineers, a not quite expert Operating Engineer who wished to increase his skills, a person with very limited skills as an Operating Engineer or even with skills similar to those of an Operating Engineer and a person with no Operating Engineer skills at all.

The success of the Local No. 3 overall training program can perhaps be best measured by the amount of unacceptability it has caused longtime, even ancient, training programs already in existence. This is not meant as a criticism of other programs for other crafts, it is just as a matter of fact that the system developed by Local No. 3 has moved so swiftly to success that it has caught the attention of craft educators everywhere.

From the very beginning, standards were very high for trainees and the demands made on trainees were purposely severe. The goal was the best trained Operating Engineer anywhere in the world. However, rules, regulations, orders and laws increasingly direct the lives and aspirations of all persons, and here, to the training aspirations of Operating Engineers are also being tempered.

Recently, the Joint Apprenticeship Committee, along with other parties to the training program, was brought into the courtroom. Portions of our society felt that the high standards of entrance and the severe demands on training excluded disadvantaged persons from entrance into and training as Operating Engineers.

Under the direction of a Judge of the Federal Court, certain adjustments have been made to the entrance requirements and the training program. Under the present circumstances, entrance requirements have been changed dramatically and special effort is to be put forth bringing more persons of diversified background to the high level of skills demanded of Operating Engineers.

Because the program was vigorously defended and because of the careful planning and many hours spent in developing the program by your Business Manager and officers, as well as many, many members of Local Union No. 3, the basic training program has been altered only slightly. The training program itself, of course, is the guts of the future productivity which will have a great effect on future increase of income for Operating Engineers. All in all, a reasonable accommodation for the very complex Operating Engineer's place in the world we live in today.

We have heard a bit of bad mouth and cries of woe from some of those who are terrorized by any change. We can only remind those few persons who are not aware of what is happening in the world around them, that this is just one more thing like all the rest that our Local No. 3 will cope with as it progresses.

The training system is basically sound, a few of the methods of approach will change, new entrants to the Apprenticeship Program will still be from many backgrounds—Portuguese, Swedish, Blacks, Polish, British, Spanish, Hawaiian, Oriental, Indians, Okie, Arkie, "prunepicking" Californians, etc.

The system of training for productivity here in Local No. 3 is alive and well. With continued support and participation of Union members, the ultimate goal of the system can be reached. More diversified skills of the Local No. 3's Journeyman means more job opportunities and hours of work per year for Local No. 3 members and in the higher productivity level of those members. New members entering through the Apprenticeship Training Program must be aimed toward that same diversity and that same productivity.

As the old timer, the possessor of the knowhow, the guy that made it work, moves along and accepts his well earned pension, there must be a younger person coming along to not just do it as well as he did, but to do it better and to meet the challenges that bigger and more sophisticated equipment are bound to bring. That is what makes the world go around.

Fair Report Shows Effort

By BRAD DATSON

Operating Engineers' J.A.C. for Northern California set up their apprenticeship booth in Cal Expo '72. The booth consisted of a very colorful background display clearly indicating the parties supporting the apprenticeship program in Northern California. Included in the background were two T.V. monitor sets and a remote camera which was directed on visitor traffic area in front of the booth. As passers-by noticed themselves on the T.V.'s, they were attracted to come close to the booth and perform a little for their friends. Once their attention was directed toward the display, they would then begin to ask the attendant questions about the program.

The booth was staffed by two 17-year-old members of V.I.C.A. (Vocational Industrial Clubs of America.) These boys, as part of the V.I.C.A. program, are interested in vocational training toward future careers in industry, including apprenticeship programs such as the Operating Engineers. Robert Simmons and Herb Knieriem were the two attending V.I.C.A. members. They operated the T.V. camera and answered the public's questions about the apprenticeship program and V.I.C.A.

Attendance at the Fair was over 932,000 in the 20-day period opening August 25 and closing September 8, 1972. According to Mr. William Gould, Chief of the Bureau of Exhibits for the Exposition, about 80 per cent of the total attendance was estimated to have looked at the Building C exhibits where the booth was located. Mr. Gould noted that most of the exposition crowd came from Northern California, that is from Fresno and San Jose north, which is in fact most of the area covered by the apprenticeship program. He rated the booth above average on all of the three basic criterion for a good booth, namely: 1) color (the background, rug, fence and uniforms of the V.I.C.A. attendants) 2) action (the T. V. camera and monitors) and 3) lighting (special overhead flood-lamp).

On the last night after closing time, staff members spent about two hours disassembling the booth and A.V.A. equipment and in cleaning up.

The overall feeling was that it was a worthwhile effort on everyone's part and an effective means of informing the public about the Operating Engineers' Apprenticeship Program.

60% Win by Candidates Of Labor

Even though the AFL-CIO took a neutral stand in this year's presidential election, it managed to elect about six of every 10 congressional and gubernatorial candidates it endorsed, a check of election returns showed yesterday.

When it stepped out of presidential politics, the federation said it would concentrate its money and man-power on electing its friends to lower offices. Its success this year in doing so was better than four years ago but below what it accomplished eight years earlier.

Accent on Youth!

New Safety Coordinator Plans Young Approach to Old Problem

By JAY BOSLEY
Safety Coordinator

In an effort to provide better service for the Apprentice and Journeymen Operating Engineers, Local Union No. 3's Business Manager Al Clem has recently appointed Jerry Martin and myself to handle the Safety Program. Jerry and I work quite closely with Vice President Dale Marr, Local 3 Director of Safety, who is recognized by his peers to be a noteworthy authority in the field of Safety, chairing the Labor Section of the National Safety Conference and a much in demand speaker on safety throughout the nation.

Jerry Martin will be the Journeyman Safety Representative and I will be the Apprentice Safety Coordinator.

We were recently in attendance at an OSHA meeting held in Oakland. The OSHA Act appears to provide a tremendous amount of protection for those people who earn their living working at the Operating Engineer's craft and in the construction industry. If the OSHA Act is to provide protection, it must be enforced. If you, the Apprentice, feel that an unsafe condition exists where you are working, contact your people immediately. Your Apprenticeship Coordinator or your Job Placement Center, giving them the location of the occurrence and the nature of the occurrence.

We recently held a Safety Meeting in Sacramento. The Apprentices in the Sacramento area were very receptive to our presentation and responded quite well.

Jerry Martin, Safety Representative for the Union and myself were at T. H. "Tex" Bean's yard in Redwood City recently to observe a demonstration of the crane guard system manufactured by W. C. Dillon and Co. of Southern California. We witnessed the demonstration of three devices:

One was the load indicating system, which is made up of four components—a Dillon electronic load cell, load indicator, power supply and cable. The load indicating system measures and displays the cranes hook load limit. This limit is set by the operator.

2. The boom angle indicating system provides accurate indication of any angle between 0 degrees and 90 degrees. The boom angle is sensed by a precision potentiometer which is positioned by a pendulum. When the operator raises or lowers the boom, the pendulum causes the potentiometer shaft to rotate which produces an electrical signal analogous to the elevation angle of the boom.

3. We also looked at the boom length indicator for telescopic boom type cranes. The man in the seat during these demonstrations is Pete Barbageleta, an old timer to hook work. Assisting him was Billy Johnson, a 3rd period Apprentice.

Moving on down the line on the Guy F. Atkinson, 280, job in San Mateo County, I talked a little safety with Noble Dana and Roland D'Antonio, Apprentices on that job.

Moving south, I visited with Matt Kirkpatrick, Apprentice on the Granite 280 job which is moving along slowly in the wet weather.

The Dispatchers in Northern California informed me that quite a large number of Apprentices are out of work at the time of this writing. You would be doing yourself and your organization a tremendous service by attending town and ecology meetings as you are called upon—for remember, it's the squeaky wheels that gets their idea across.

RMTC Offer Top Skills To Young

By HUGH BODAM

The month of October started out with beautiful weather and more apprentices working than at any other time of the year and we were grateful. But toward the middle of the month the rains came and have shut down most of the work. We do hope the weather clears and we finish the year of 1972 with another month or two of good working weather.

Most of our apprentices have been kept pretty busy, some on jobs of short duration but at least making a few bucks.

Some are taking advantage of the rainy weather to get some of their schooling in at Rancho Murieta. You must remember that when the contractor can't run his equipment due to bad weather neither can the training school, although the first step apprentices can get the first aid and maybe the Class 1 drivers license taken care of.

The young apprentice should be aware of the political situation in his community and get acquainted with the local politicians and to be helpful in seeing that these politicians are aware of the needs in respect to projects to benefit the community and to furnish employment for the people. The fact remains that the elected official listens to the voters who elect them more so than to people outside of your community. So get yourself involved and help promote and protect your jobs and every one can enjoy the better things of life.

OSHA Would Help Labor In Safety

The Occupational Safety and Health Administration of the U.S. Department of Labor was established to insure that employees have safe and healthful working conditions. Under the Williams-Steiger Occupational Safety and Health Act of 1970, which it administers, this agency has authority to develop and promulgate occupational safety standards, inspect workplaces to see that the standards are met, issue citations for non-compliance with its regulations, and maintain education, training, and information programs that will promote safe practices. Some 57 million men and women in over 4 million workplaces are covered by the Act.

Holding Company Eyes Yuba Mineral Fields

By HAROLD HUSTON, Auditor and District Representative

Many of the 162 brothers and sister engineers who attended the District Meeting held in Marysville on October 5th have expressed their appreciation to our Business Manager, Brother Al Clem, and officers for their up-to-date reports in regards to our union. No other union has achieved the benefits, wages, working conditions and fringe benefits this team of officers has achieved since taking office in 1960. We all know how to keep our team strong we must unite together as never before to keep what we have and continue to move forward.

BROTHERS RECEIVE 25 YEAR PINS AND SCROLLS—Congratulations to the following brothers who received their 25 year pins and scrolls at the district meeting in Marysville for having completed 25 years of membership in Local Union No. 3: W. E. Barstow; Walter Martin; W. B. Clark; Herman Keil; Carroll Kirk; Bishop Lawyer; and Clifford Rizer.

If you have not received yours as yet and think you are eligible, please contact us at the office and we will be most happy to check this out for you.

Yuba May Have New Boom in Gold Fields — Various Ventures Eyed—The idle gold dredging fields here, which from their heyday in the early part of the century until operations ceased in 1968, yielded more than \$180 million in gold, may see yet another boom. A bank holding company is wondering whether it would be economically feasible to extract additional valuable minerals and establish commercial ventures on the 10,000 acres of dredging fields. Among the possible uses being studied by New York based standard Prudential Corp. are commercial fisheries, recovery of gold and platinum from black sands in onetime dredger tailings, a mineral museum for tours, a large recreational area, marketing of aggregates and synthetic production of emeralds.

ECOLOGY EFFORT—And—if a study indicates it would be plausible from an economic standpoint, a major ecology program would be implemented to return the heavily scarred terrain to almost its original state. The property is owned by Yuba Consolidated Gold Field, a division of Yuba Industries Inc., which is a subsidiary of standard Prudential. The acreage, dotted with nearly 300 man-made lakes and ponds, stretches along the Yuba River near Hallwood and upstream to Parks Bar.

Two Southern California researchers, Frank H. Andres, newly appointed manager of Yuba Consolidated Gold Fields Division, and his assistant, Lester R. Gamble, have been making preliminary studies for a few months.

Although they have concentrated heavily on studies for commercial and sports fisheries, they also have made some evaluations of the other proposed ventures. They said indications "show promise" but more research is necessary. Andres and Gamble currently are testing several ponds, checking on temperatures and food available to

determine which are suitable for growth studies on rainbow trout, catfish, mosquito fish, black bass and salmon. They plan to obtain several cages capable of holding up to 6,000 three-inch trout fingerlings to be submerged into selected ponds.

COMMERCIAL FISHING—Aside from sport fishing possibilities on the premises, Andres said the parent company wants to see if it would be feasible to establish a commercial fishing operation which would include raising, packing and shipping to retailers and restaurants.

The studies show that water in the ponds is not stagnant, although it may seem that way to a casual observer. He explained that underground water flows quite rapidly from the Yuba River through the dredged areas maintaining a constant supply of fresh, clean water to all the ponds and lakes. Modern methods of extracting gold and other valuable minerals from the black sand may prove economical. There are large deposits of black sand left at various locations from years of gold dredging. Two giant dredgers, now perennial home to migrating swallows, are still on the property. One was used until 1968. They predict that the present supply grounds of aggregate from the San Francisco Bay Area and Sacramento may be depleted between 1975 and 1980. This will mean that this location will be the largest supplier of aggregate for the metropolitan areas.

There are large numbers of deer roaming over the property and the parent company wants the acreage retained as a sanctuary for them and other animals. The wildlife would be part of the ecology and recreational development plans, which include trailer campsites and fishing areas. The original site of Hammon is buried under mounds of dredger tailings. A few buildings of Yuba Consolidated remain, including the home of founder Wendell P. Hammon, now used as the company headquarters. Hammon and a partner, R. D. Evans, started the dredging here in 1903, but eventually sold it to Yuba Consolidated.

MONEY FOR LIVE OAK PROJECT—Live Oak will receive \$160,000 in government grants for a planned \$200,000 waste water treatment plant project, the city learned yesterday.

According to Assemblyman Ray Johnson, R-Chico, whose district includes Sutter County, the city will get \$110,000 in federal money and \$50,000 from the state.

The City of Live Oak is expected to chip in matching funds of \$40,000 to \$50,000 for the project which will include pond improvements, a pump station, interceptor, aerators and chlorination equipment. The improvements are considered consistent with the water quality control plan for the Sacramento River Basin as formulated and adopted by the California Regional Water Quality Control Board, Central Valley region, and approved by the State Board.

CLEAN WATER PLANT—The grant was made available under the clean water program administered by the State Water Resources Control Board and the Federal Environment Protection Agency.

Live Oak City Engineer, Donald Gillett, said the city will probably begin actual construc-



OLD GOLD DREDGE NO. 21, shown resting idle in the lake it dug in 1968, may return to action if a new feasibility study by Prudential Corp. proves out.

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tion this spring. He said the city's matching funds have been included in the 1972-73 fiscal budget.

Johnson said that state's portion of the project will come out of about \$250 million appropriated for the clean water bond fund. He estimated about \$1 billion in wastewater treatment facilities in California will be built in the next several years largely as the result of state voter approval of Proposition One in 1970 (the clean water bond law).

BASIC FUND—sharing is roughly broken down into 55 per cent federal government, 25 per cent state and the remainder local.

By A. A. Cellini,
Business Representative

WESTSIDE—As of this writing a great deal of rain has fallen. It is considerably early for this much rain in the area. All jobs will move weather permitting, although there are still a great number of small jobs working in the area in spite of the moisture.

The Butte College project Phase I is just about completed. Moberly Construction has finished the final dirt work with Butte Creek Rock putting in base rock and paving, streets and road areas on the College site. Baldwin Construction is pumping water into the new water storage tank located on the College campus, which will hold 1.6 million gallons of water.

Robinson Construction is working in the Chico area widening intersections for left turn lanes. Other working jobs in progress by Robinson Construction are the boat landing and parking lot at Ord Bend and a housing development which consists of dirt work, streets and sewers located in Live Oak. Robert Banes also has working dirt equipment on the Live Oak project along with the clean up and finish dirt work in the Teeples and Thatcher sewer treatment plant, located in Chico.

In Hamilton City area Homan & Lawrence Engineering Company has two storage silos under way for the Holly Sugar Corporation. A continuous pour of

about 3,000 yards of concrete 24 hours a day for 8 days is the approximate work schedule. The concrete is being supplied by Taylor Readymix. Duncanson and Haroldson drove piling for this Holly Sugar Corporation Project.

On the far West side, Zurn Engineering and Granite Ball are in full swing on reaches 3 and 4 of the Tehama Colusa Canal projects.

Hazlips Construction is finishing up their housing project in Willows. They also have a street and sewer job in Live Oak.

The area south between Tudor and Dingville on Highway 99, finds Baldwin Construction doing reconstruction of parts of the road bed and a complete resurfacing job with which they will use 32,000 tons of asphalt. Total cost of this project is \$375,000. So with a little break in the weather we may get a few more of the brothers to work.

By DAN SENECHAL,
Business Representative

CONSTRUCTION SHOPS AND PLANTS EAST OF THE FEATHER RIVER AND MOUNTAIN AREA.

BIG BURNER REDUCES LOGS AND POLLUTION—Triangle Engineering of Marysville have successfully negotiated with P.G.&E. to clear wood waste and debris from the shore line at Bullards Bar Dam.

People and fish will benefit from this new and unusual method of clearing at Bullards.

Several thousand tons of trees and brush will be cleared from the shore line that has been an eyesore and a hazard for many years. In the past the debris might have been burned in an open fire or hauled to a landfill, but pollution laws are preventing many types of open burning, and many landfill operators no longer accept the wood waste.

Triangle engineering contracted to use the air curtain combustor recently developed by Camran Corp., a Seattle engineering firm. Triangle plans to mount the portable combustor on a barge powered by a tug boat, and will operate the portable burner 24 hours daily, seven days a week. During normal operation the V-shaped

hopper unit releases no smoke by maintaining a temperature of approximately 1,500 degrees in the burning debris and supplying sufficient air the end products are carbon dioxide and water vapor, neither a pollutant according to Brother Bud Plant, owner of Triangle Engineering Inc. There will be two barges on the project on the burner barge, the other barge will have a proclain or similar type machine to rake the debris from the banks and feed the burner barge.

Another environmental project takes shape. G. S. Herrington of Auburn is working with Yuba County to drain and clear aggregates for Little Oregon Creek, south of Camptonville off Hwy 49. This will be a dragline and loader show.

\$8 Million Water Treatment Plant Due for Tracy

WALNUT CREEK—An Advanced \$8 million waste water treatment plant able to reduce organic content by 97 percent will be designed for the city of Tracy.

Design of the plant—which will have a capacity of 8 million gallons per day—is scheduled for completion by YTO in May, 1973. YTO, a subsidiary of Systems Associates, Inc., will also supervise construction of the plant which will be fully operative early in 1975.

A major feature of the Tracy plant will be its ability to remove 97 percent of organic content from the processed waste water.

A YTO spokesman said that Tracy's high industrial waste during the summer months, the peak operating period of the city's cannery industry, presents them with an unusually difficult waste water treatment problem. During this period, the organic contents of the water increase from 200 milligrams per liter to 600 milligrams per liter.

Since statutory regulations require reduction to 20 milligrams per liter, Tracy's system has to remove 97 percent of the organic content—well beyond the 87-93 percent capability of conventional systems.

\$11 Million Lawsuits Seeks To Close J.F. Shea Materials Plant

By KEN GREEN AND BOB HAVENHILL

In our rapidly changing world we are faced with many problems and one very important one we have is the curtailment of work in California. Not so very long ago, such words as environmentalist and ecologist were words not easily spelled, let alone explained. Now with radicals joining their group, we not only can spell those words, we can define them as individuals curtailing the progress of this country.

The J. F. Shea Company, a gravel firm in the Redding area has recently come under the fire of property owners of Shasta County. Those residents close to the plant have a \$11 million lawsuit against the company to seek an injunction to shut down the allegedly noisy, dusty, and unhealthy operation. The residents contend that the crushing and asphalt plant and other machinery produces a loud, noisy, improper and unreasonable manner of operation on the Sacramento River. A petition from Lakewood Manor residents asked that the Shea plant be shut down supported only 145 names. If this operation is closed down it will affect approximately 150 workmen plus their families and the economy of the Redding area.

The point that comes to my mind, is if these people who are asking for the punitive damage have considered where they are going to get the building materials for resurfacing the roads from Redding to the Oregon border. We would estimate that Shea supplies about half of the building materials for the north end of the state. This plant is the most updated and progressive plant in northern California. It comes to mind, are these individuals interested in the environment of the area, or do they want to further their own end in the name of ecology.

A squabble between the federal government and the state of California is apparently another stumbling block over the funding of the \$174 million two dam Cottonwood Creek project in Shasta and Tehama counties. Sources close to the project in Sacramento have stated that the federal governments Office of Management and Budget has apparently stepped in to resolve the issue. It seems that the Bureau of Reclamation and the state of California would both like to have the power and prestige that would come with selling the water that would be exported to southern California. The water would be worth an estimated \$8 million annually. Although Congress has authorized the concept of the multi-million dollar project, they have balked at issuing any money until the question of who would sell the water is resolved. The earth fill dams would flood about 25,000 acres in Shasta and Tehama counties to hold back an estimated 2 million acre feet of water.

Construction of a proposed \$1.6 million diversion channel from Churn Creek to the Sacramento River is stymied again this year for lack of state money for the flood control project. The project, intended to halt Churn Creek Bottom flooding downstream from the proposed channel, was authorized in June 1970



TOP HANDS kept the Highway 36 project at Paynes Creek in the Redding area moving smoothly. In the top photo is Brother Ned Valentine on the seat of the HD-41. This piece of equipment, plus the skill of Brother Valentine, saved drilling and shooting some 40% of the dirt on the job. In the lower photo (l. to r.) are Job Steward Walt Hurlbut and Foreman Roy Moteigh.

by the U.S. Army Corps of Engineers and in November 1970 by the state. But Governor Ronald Reagan has refused to turn loose state money for this and other flood control projects in the state until counties are required to pay a greater share of project costs. State legislators are reluctant to pass on higher costs to the people who would benefit from the projects.

The Trinity County Board of Supervisors wants the State Highway Commission to give top priority to improvement of State Route 3 from a point 11.4 miles north of Coffee Creek to the Siskiyou-Trinity County line. The recommendation was submitted to the state commission to help it in developing state highway planning. Other Trinity supervisors' recommendations call for improvement of state Route 36 in the Forest Glen area; a start on designing and right-of-way acquisition for Hwy 299 improvements westward from Weaverville to Slaterry Gulch; improvement of State Route 3 from Hayfork to Peanut; replacement of the narrow Cedar Flat Bridge on Hwy 299 near Burnt Ranch and improvement of the Browns Creek Bridge on State Route 3.

William P. Louderback, a long time member of Local 3 and now retired, has been elected as President for 1972-73 year of the Fiddlebackers, a muzzle-loading club in Redding. Bill has been very active in the organization whose purpose is to cultivate marksmanship with muzzle-loading rifles. Currently the club is working toward securing a range for use of club members.

By BOB HAVENHILL

The Indians of Northern California have a legend—the white haired old man Winter lives in the ice caves of the great glacier high on the slopes of Mt. Shasta,

and he rises in October from his Summer sleep to cool the mountains and valley in preparation to lay his blankets of Winter snow.

In early October District 70 experienced the first significant rains and the contractors in this area began to button up for Winter season. Most contractors expect to work up to Thanksgiving but will probably experience some lost time due to the increasing frequency of the Fall rains. Gordon H. Ball, Inc., has shut down the crushing operations at Weed and most of the dirt spread. The operators who have been running the 657's and the T.S. 32's hope to be able to go with the rigs to the big canal job Granite-Ball has in the Marysville District.

Hughes & Ladd, Inc. & Carl McConnell J.V. will have most of the pipe in, hopefully before the major Winter storms hit their Hwy 5 job at Hornbrook.

Teichert Construction has finished the realignment and the paving job on the Glenburn-Dana Road in Eastern Shasta County and have moved back to Yuba City.

The pilot car in a "Wide Load" convoy was struck by a falling boulder on "Pit I" grade which crashed through the windshield and seriously injured the driver, Brother Richard Haddon and his passenger.

Ray Kizer Construction of Redding has finished his widening job on Hwy 299E near Fall River Mills and has moved out.

O'Hair Construction of Mt. Shasta is working at top speed on their Lookout Road job in hopes of finishing up before that old White haired gentleman shuts them down. Brother Dennis Glassburn is the Plant Engineer and under the tutelage of Brother "Big Joe" Mancebo has been doing a terrific job. Brother "Chick" Dwyer is the Honcho

CCHPA Charges "Chaos" at Many California Hospitals

By FRAN WALKER, Trustee

• Californians are dying needlessly through neglect and incompetence at many of the state's hospitals;

• Medical and hospitalization insurance plans are being ruthlessly exploited by hospitals who use their patient as a paying mechanism, not as a human being in need of care;

• And through all this, the medical profession and the hospitals have virtually escaped any public scrutiny or accountability.

These and other observations on the chaotic state of California medicine were made by Thomas Moore, executive director of the labor-backed Council for Health Plan Alternatives (CCHPA) in testimony before a state senate committee last month.

"No other institutions and no other community of professionals enjoy so little public scrutiny and evaluation. Parents, teachers and students are constantly involved in examining and judging our schools and colleges, and we long ago adopted the principle that essential social services such as public utilities, the transportation industry, and the food and drug industries, would be subject to public audit and accountability."

Even if public regulation often is ineffective, "the principle is clear; we insist on the right to know the quality of the performance of these organizations in our society."

Urging the committee to make its own investigation of abuses in California hospitals, Moore told the senators that an official investigation would disclose:

• Physicians without California licenses treating and operating on patients in California hospitals;

on this job—he says he is planning on retiring after this one is finished. If things work out along those lines we certainly wish him a long and pleasant retirement.

The Brothers who attended the October District No. 70 Quarterly meeting had the opportunity to discuss the problems in the area with our Business Manager, Brother Al Clem. Many questions were asked and answered and Brother Clem explained the historical background and long range goals of Local No. 3. He also gave a very enlightening address on the duties and responsibilities of the Business Manager's office.

Brother Clem asks all the Brothers of this, the world's largest single local union, to pull together now more than ever before, in order to combat those forces who would like to see our union destroyed. Brother Clem was very well received by the members and many expressed the feeling they would certainly like to see him come back again as soon as he can break away from his many other responsibilities.

Work as a whole has been better in our District this year than last, but many Brothers still did not work the hours they would have liked to work—and next year doesn't look to be any better. There will be many smaller jobs let in our area, and one fairly large Hwy job (299E). It is hoped that all of the sewage treatment jobs scheduled for our District will start next Spring—this will mean a lot of work for our members.

The staff of the District No. 70 office wish all the Brothers and their families a very bountiful and Happy Thanksgiving.

• Physicians with false credentials;

• Hospitals which perform exhaustive chemical tests on patients admitted, even when the admitting diagnoses in no way indicates need for tests. This is bilking the insurance and Medi-Cal program.

• Hospitals which routinely x-ray patients regardless of admitting diagnoses. More bilking of insurance and Medi-Cal.

• Hospitals — some of them with contracts to provide care to Medi-Cal patients—that lack the most elementary diagnostic tools, so that patients with cancer, for example, go undiagnosed;

• Hospitals with emergency, week-end and back-up staff which cannot be found when emergencies arise and no punitive action is taken by the hospital;

• Hospitals in which doctor's instruction for patients are not carried out because the nursing staff is so thin patients cannot be attended to;

"If you find these charges incredible," Moore told the state senators, "go and look for yourself. If you do so you will find that the situation is as I have described it in many hospitals."

Moore cited a 1964 Teamsters' study, which showed disgraceful conditions in New York State hospitals and charged that "things are worse now in California than in New York in 1964."

(The New York State study found that 40 per cent of female surgery performed was unnecessary or highly questionable; that one in five hospital admissions was unnecessary; that two out of five admitted received either poor or only fair care).

In spite of pioneering legislation in licenses, Moore charged, California has fallen behind, with only token procedures to protect patients against fraud and maltreatment.

Hiding Evidence

Moore charged that the California Medical Association has found evidence of gross incompetence in California hospitals and gross mismanagement but has kept these reports secret from the public.

"I believe," he said "that CMA's reluctance to reveal their survey materials proceeds from the fear that public knowledge will lead to demands for tough licensing laws and greater public involvement in the practice of medicine."

The public, Moore said, is entitled to know which hospitals were dropped for Medi-Cal payments and why. "If they are not fit to receive Medi-Cal reimbursement, should they receive any patients at all. How can I warn my members to stay out of hospitals when I can't learn their names?"

In short, Moore concluded, "this adds up to complete chaos in public policy. Dependent upon private agencies who conceal their findings, unable to learn on what basis the state has made decisions to disapprove hospitals, the public has no way of avoiding facilities that can be accurately and fairly described as death traps."

He urged the senate committee to require full disclosure by the hospital administrators and the CMA of methods and findings in hospital reviews, and to write a broad statute bringing the performance of the hospitals under rational and orderly review.

... Releases

Names of Unsafe Facilities

By F. O. "FRAN" WALKER
Trustee

The following California hospitals may be hazardous to your health:

Simi Valley Doctors Hospital, Simi Valley; West Side Community Hospital, Newman; Dos Palos Hospital, Dos Palos; Magnolia Hospital, Long Beach; Pioneer Memorial Hospital, Escalon; Center Medical Hospital, Kentfield; Valley West General Hospital, Los Gatos; Broadway General Hospital, Anaheim; Belvedere Hospital, Los Angeles; Pioneer Hospital, Bakersfield; El Monte Intercommunity Hospital, El Monte; Rone Hospital, Santa Rosa; Tehama General Hospital, Red Bluff; King's General Hospital, Hanford; Solano County Hospital, Fairfield; Imperial General Hospital, El Centro.

Urging all members and affiliates to "avoid these facilities, under every circumstance," the California Council for Health Plan Alternatives notified nearly every union and labor council in the state this week that the above 12 private and four country hospitals had been deemed "deficient" and possibly unsafe for use.

The unprecedented listing followed by days the testimony of CCHPA's Executive Director, Thomas G. Moore, Jr., before the State Senate Committee on Health and Welfare chaired by Senator Anthony C. Beilenson.

In his testimony, Moore called on the California Medical Association, which surveys the quality of care offered in the hospitals, to make public the names of those institutions which fail to meet its standards.

Under new state law, hospitals are required to be approved by either the CMA or the Joint Commission on Accreditation of Hospitals in order to receive Medi-Cal reimbursement.

Dr. Glenn Pope of Sacramento, Chairman of the Committee of Health Facilities for the CMA, testified that 25 per cent of the hospitals fail to meet standards on the first visit. "Some never pass," he said.

"But," he added, "the CMA cannot reveal the names of the hospitals" because it obtained the information on a voluntary basis and "in confidence."

"So, what happens?" asked Moore, "Nothing. The CMA surveys hospitals, declares some of them unacceptable, then conceals the information so it cannot be acted upon by consumers," he answered. "The CMA will not take action against the hospitals, will not exercise sanctions to freeze them out professionally or economically. They simply let things slide."

On the day following Moore's public urging, State Director of Health Care Services Dwight Geduldig announced a partial list of California Hospitals which had failed to meet the state standards and which were facing withdrawal of their right to receive Medi-Cal patients.

This list was then forwarded by the CCHPA to all its members, which includes nearly every union in the state, with the warning: "If a physician wishes to place any of your members or of your members' families in one of these hospitals, you should insist, in the interest of safety, on another hospital."

Work Below Expectations

Dirt Hand Demand Is Small on North Coast

By RAY COOPER, District Representative, and GENE LAKE, Business Representative

The continuous rains, at times heavy, during the past weeks remind us that another construction season on the North Coast will soon be at an end. Most of the projects are working on a day-to-day basis, with skeleton crews trying to get winterized before the big storms hit.



Ray Cooper

Looking around the area we find very little work to be carried over to next season as most large projects are in their final stages.

At McKinleyville both pipeline jobs are just about completed. These two jobs have been lifesavers for many of the brothers. The normal heavy demand for "dirt hands" did not materialize this year. At no time was the out-of-work list exhausted in the rubber and dozer classifications.

At Fieldbrook, Earl Nally didn't quite finish his county road job. Looks like the sub-grade, base and paving will have to be done next year.

Lew Jones at Rio Dell is trying hard to get off the river bar before high water. At stake is about \$100,000 worth of scaffolding and supports under the new bridge they are constructing across the Eel River.

At Blue Lake the big Granite job is now history. By mid-November the 13 miles of new roadway will be open to the public. We look upon the completion of this project with some degree of regret, as it has been a major source of employment for many of the brothers for the past four years. Long hours and a very low rate of turnover of employees are some of the factors which have helped to make this a good job.

Another major project nearing completion is repairs to the jet-ties. For two years the Umpqua River Navigation Company has been in this area, providing almost year around employment for 15 to 20 engineers as well as members of other crafts. This is another job we regret to see come to an end. We hope to see Umpqua back here on another project in the near future.

W. Jaxon Baker at Dry Lagoon is down to a skeleton crew. This job is just about completed; barring any unforeseeable circumstances this one should be open within weeks.

The Brothers employed by Redwood Empire Aggregate of Arcata get credit for doing a first class paving job for Baker.

At Klamath, Eugene Luhr Company is going full bore on their rip-rap job. The rock is being produced at their quarry behind the Simpson mill. They are using a Northwest 80-D Shovel, the first one we've seen in quite a while. On the river the chores of placing rock, sloping etc. are being done by two Northwest draglines, a Model 6 and a Model 80-D. Several loaders and dozers are also being used. This job also is going 6-10's. Completion is expected to be around December 1st.

At Crescent City the Inner Harbor Breakwater job has started. Successful bidder was Silberberger Constructors, Inc. of Carlsbad, California. They are moving in equipment from Southern California. The project will be to repair and extend the breakwater with large rock. A 3900 Manitowoc will place the

rock and a BE-71B will dig the rock at the quarry. The loading will be done by a BE-54B. The usual complement of supporting equipment such as loaders, dozers, and compressors, will also be used. The project costing just under a million dollars will employ approximately a dozen Operating Engineers.

Rumors are that shortly after the first of the year bids will be called for a three million dollar jetty repair job at Crescent City Harbor. We hope this much needed project materializes in the near future.

At Gasquet, Granite is trying to finish their Hiway 199 widening project before the heavy

rains shut the project down for the winter. It looks to me like the weather-man has the upper hand on this one. The job is under the capable supervision of Brother Mike Wells, an old timer at the business.

A couple of miles east of Gasquet on Hiway 199 a new firm which recently signed an agreement has a small bank protection job. A. J. Construction Company of Smith River has four engineers on the payroll. Cost of the job is \$98,000 and should last a couple more weeks.

Bids were opened for work on Hiway 36 east of Bridgeville. Low bidder was Huntington Brothers of Napa at \$376,843. It

is doubtful whether much more than the clearing can be accomplished this season.

Well Brothers, that pretty well sums up the activity here in the North Coast so in closing we want to thank you for your attendance at the recent district meeting.

Honorary Member Named

Brother R. C. "Ray" Henrici, Reg. No. 255203, received his Honorary Membership Card in Local No. 3 this month. Brother Henrici was initiated by Local No. 45, which later amalgamated with Local 3, in November of 1937.

Oakland Work Slowing Earlier, Fair Weather Could Start Spurt

By BILL RELERFORD, District Representative and Business Agents GUY JONES, JOHN B. NORRIS, HERMAN EPPLER, RAY MORGAN, RON BUTLER, JOHNNY RODGERS and ERNIE LOUIS

Work in Southern Alameda County has started to slow even more as the rains come. However,



Bill Relerford it is that time of the year and all the Brothers expect it, even though most are not ready for the winter season, while thinking the summer was too short.

The Piombo project in Livermore is in its final stages. Most of the four lanes of highway 50 are open for traffic and the last overpass at first street is being paved. That project has lasted two years and has employed approximately 35 Brothers for that time.

The only other freeway project in the lower part of Alameda County is on the Nimitz through Fremont. Peter Kiewit is adding a third lane to each direction as well as a concrete barrier rail in the center. The concrete barrier will be placed by a new machine called an Easy Pour. This machine is a self propelled slip form and is now in operation on that job. Also working on that job is Fisk, Firenze & McLean's paving crew. They are putting down the asphalt median for the barrier.

The K-Mart located at Thornton Avenue at Highway 17 is completed and probably opened by the time of this printing and we find Gemco and Sears not far behind. Both Gemco and Sears have broken ground in Fremont within the new shopping center at Mowry and Highway 17. Many Brothers will work on these projects this winter. Also, in Fremont Safeway Stores have broken ground on Kato Road for their new headquarters. They are presently in San Francisco and employing around 200 people. The new headquarters will have 73,000 sq. ft. building space when completed and employ about the same number of people.

We have R. D. Watson moving into this area on a levee building project. The project is located at the mouth of Alameda creek and will necessitate the moving of more than 1/2 million yards of mud from the creek itself. First plans are to use draglines on this job. Now the company is testing some concrete pumps for moving

some of that mud. Whichever is best for R. D. Watson Company, they plan to make a winter job out of this one.

Most of the Golf Courses have had a very good season, and they were able to hire more Brothers in that line of work. The Golf Course business does not fall off as much as construction does during the winter months. Therefore, we will see many Brothers continue working through the winter there.

In Western Contra Costa County the work has been good in the last two months. Darkenwald has a good size job in the Pleasant Hill area that is expected to be shut down around the first of October as it reaches completion of the first phase. Due to the drainage system, it will not resume until Spring.

Syar and Harms project is going rather well at this time. They are going in with the underground but they have gone about as far as they can on this phase of the dirt work until the building of the houses catches up, meaning that some of the houses will be sold before more pads will be built.

The San Pablo Dam spillway is nearing the final stages of its completion, however, they are in a tight race with the weather, hoping to complete the job before the rains start.

In Rodeo, Debock Construction has a large dirt spread going and are ahead of their schedule by a large margin. They hope to be finished with the dirt work before the rains come and it will be a close race.

Teichert Construction has three jobs in this area, two are nearing completion at this time and one has just started.

McGuire and Hester has just finished some repair work on highway 17 and is working on a project on Treat boulevard.

There are several small pipe line jobs going on in this area but they are expected to be caught by the rains. In the last two months, work has been better than it was all year. Hopefully, 1973 will be a good working year, since this past year has been rather poor.

Work in the Central Contra Costa County area has improved as contractors rush to get things buttoned up before the rain, but still has not been as good as we would like to see for this season of the year. Then to top things off, the rains seem to be arriving early this year, with some brothers already having lost a few days.

The Watergate project in Emeryville continues to boom.

Looking West from the freeway you can see a tower crane putting up an office building for Lathrop-McCloskey, a truck crane mounted drill rig and a Manitowoc crawler driving piles for the new apartment building for Peter Kiewit Sons, and Huntington Engineers has two cranes and a fork lift on the beach and a barge mounted pile driver building the new marina. This really seems to be the coming area along the waterfront.

F. P. Lathrop Co. is trying to get out of the ground, weather permitting, on their new addition to the Alta Bates Hospital on Ashby Avenue in Berkeley.

Polich & Benedict has been keeping a good crew busy on their Highway 24 freeway project, but they are temporarily down due to rain at this writing.

Gallagher & Burk has a couple of small jobs going in the Moraga area in addition to their Fairmont Dr. extension job in San Leandro.

Brothers, our blood bank is desperately in need of donations. If you can help, contact the Alameda-Contra Costa County blood bank at 6230 Claremont Ave., Oakland, California, telephone 654-2924.

PORT COMMISSION OK's WATERFRONT DEVELOPMENT—The Oakland Board of Port Commissioners last month approved a lease with Oakland Village Corporation for 101,940 sq. ft. of land just east of Jack London Square. It is to be developed as a water-orientated plaza of shops and restaurants.

Approximately \$29,000,000 will be spent in the area and the Williams and Burroughs Construction Company is on the job now with a crew of five Brothers, when the weather permits.

Elsewhere in the downtown area work continues to be fairly good despite the recent rains. Stolte-Gallagher & Burk are still on the Grove Shaftner Freeway and with all the sub crews there are about 15 Brothers working on that job. Brother Clyde Pierce is the new Steward for Stolte there and is doing a fine job.

There are several good jobs strung out along the estuary downtown that should keep several of the Brothers busy for some time. The largest of these is the Peter Kiewit & Sons job at the Seatrail Terminal. They are building 1400 ft. of marginal wharf west of the existing Seatrail facility in the Oakland middle harbor. This is a \$2,947,720 job that is due to be completed by February 1973.

Marin Leaps At Big Chance To Slow Construction Projects

By AL HANSEN

SUPERVISORS STALL BIG DEVELOPMENTS — In compliance with far-reaching decision by the state Supreme Court, the Marin County Board of Supervisors ordered all major development proposals placed on ice until environmental impact reports are prepared. The Board's unanimous vote to postpone hearings on major projects came after a lengthy discussion of the high court's ruling that an environmental report must be made on any proposal that could affect the ecology. It remained unclear how many development proposals on the county's already backlogged hearing calendar will be delayed.

San Rafael was one of the few Marin cities to respond to the State Supreme Court decision requiring environmental impact studies for private construction projects. The City Council lifted a three-day-old ban on issuance of building permits after deciding what kinds of projects in the city have a trivial impact on the environment. The Council adopted interim criteria enabling construction work not requiring an environmental impact statement, acting on the heels of a state Supreme Court ruling requiring impact statements for all major developments having a "nontrivial" effect on the ecology. The council exempted projects in the following categories from the court ruling:

All development for which a building permit has been issued, though permits will not be renewed if construction does not begin, and all development processed by the city except for the issuance of a building permit, provided financial obligations equal to the project's total value have already been made.

Construction of individual single-family residences and duplex residences, construction of garages or swimming pools, landscaping or any alteration or repair of existing buildings.

Demolition of structures in accordance with the uniform building code, zoning ordinance text amendments, lot-line relocations or building moratorium permits.

The council also agreed with the public works department that permits for grading less than 250 cubic yards, a number of encroachment permits and sanitary sewer permits are trivial.

All Larkspur Building Plans are delayed. The decision, involving a suit by conservationists against Mono County, held that an environmental report must be made on any development that could affect the ecology, whether it be a public or private project.

Novato Building Ban Temporarily Imposed. Immediately affected by the council decision are these projects: Crossroads condominium and townhouse development at Highways 101 and 37, 182 units; Cowbarn apartments, 90 units; Oak apartments, 48 units; Rowland Boulevard apartments, 32 units; Fonseca apartments, 18 units; and the Pickart apartments, undetermined units.

COURTHOUSE SQUARE PLAN WINS APPROVAL. Plans for development of Courthouse Square in San Rafael was approved as proposed by McKeon Construction Company of Sacramento. Construction of an eight-story office structure and multilevel parking garage would begin in November, and be completed within a year. Plans approved were substantially the

same as first proposed by McKeon, although archways had been added in accordance with a request for architecture more in keeping with nearby Mission San Rafael Archangel. Bronze aluminum facing and bronze glass will also be used in a manner harmonious with Spanish style architecture, along with a large Spanish fountain to be placed at the corner of Fourth and Court Streets.

Included in the courthouse project is a 17-car parking area at Fifth Avenue and A Street, directly across from the Mission. Elimination of the exterior parking area and its conversion into a mini-park had been the only major change requested by the planning commission in plans first proposed by McKeon.

Citizens Savings and Loan Association's new \$750,000 building is going up in Terra Linda at the corner of Freitas Parkway and Northgate Drive. The three-story structure with lower-level garage area should be completed by next March.

The Petaluma Planning Commission approved rezoning of 38 acres behind the Washington Square shopping center for future subdivision development.

TERRA LINDA KAISER HOSPITAL BEGINS \$5.5 MILLION FACELIFT. This will increase the number of hospital beds from 73 to 94. Plans call for a three-story clinic and a two-story hospital addition to be built behind the existing facility. Completion is expected by the end of 1973.

Marin County Board of Supervisors will review a priority list of state highway projects that includes the Terra Linda interchanges on October 17. The highway project recommendations for 1973-74 were submitted to the California State Highway Commission in September. They include widening Highway 101 for 12 miles from Richardson Bay to Terra Linda to eight lanes. Project is first priority on the list under "Projects for Construction."

Complete surveys and designs and commerce right-of-ways acquisition for ultimate freeway construction on Route 101 from Terra Linda to Route 37.

Part of this project includes construction to freeway standards—Route 101 between Puerto Suello Hill and Terra Linda—and "review design of interchanges to provide additional service to east side of highway or to improve efficiency of interchange."

The final project has been of concern to local homeowners who opposed several office building and residential developments at the Terra Linda overpass to Freitas Parkway, fearing that more development would put too much burden on the interchange system in the valley.

Seen as crucial factors in the interchange program is the 100-plus apartment unit development on Channing Way, the recently approved six-story Northgate East Office project, and projected potential of Sears Department Store complex at Northgate, which is expected to double the income of the shopping center.

Short Quip

The most valuable gift you can give another is good example.

Byars-Nevada Paving Lowest Bidder On Big Highway Project

By DALE BEACH, District Representative; LENNY FAGG, Business Representative; IAN CRINKLAW, Business Representative and PAUL WISE, Business Representative

H. M. Byars Construction Co. and Nevada Paving Inc. (joint venture) were low bidder at \$1.7 million on the largest job let in the district this month. It's a continuation of Highway No. 395 from Oddie Boulevard to 2nd Street.

G. T. S. Construction Co. out of Long Beach, California, have picked up a Rest Stop job just west of Imlay, Nevada. The bid went for just under \$100,000.

Sierra Paving, Inc. of Reno were low bidders at \$176,659 on a widening and resurfacing job in Sparks. The job was awarded on September 21st and should start by the time this hits print.

Holcomb Construction Co. of Sparks, Nevada are over half done on a \$366,000 project on State Route No. 34 at Nixon. The job includes replacing an old narrow bridge over the Truckee River.

Corrao Construction Co. of Reno now have a 2400 Pico Tower Crane on the Eldorado Hotel job at 4th & Virginia Streets. They are just coming up out of the hole and in another month should have need for an elevator or two.

McKenzie Construction are well under way on the addition to the Carson City Junior High School. Completion is set for late summer of '73. Great Basin Steel is hanging the iron and have one welder operator on this job.

Out in Eastern Nevada, Jack Parsons Construction at their Pequops job is getting good progress. They are still running four 651's, a screening plant, and a crusher. If the weather holds, the major part of the excavation will be completed by mid-November.

The Peter Kiewit job at Lamolille is going real well. They are loading out four to five Athey wagons with a 988 loader backed up with a D 9. Whitey Sellen is on the Cat 16 blade, doing a real good job on finish work. He is also doing a real good job as Steward for Local No. 3.

The PKS crusher is now on the Emmigrant overlay job, going two shifts with a maintenance shift. They plan to run until Christmas here, so it will help 15 or so brothers have a pretty good year.

Allied Paving has moved onto the Max Riggs job at Northfork and have begun to pave. They will need an awful lot of good weather to get the first layer on before the snow flies.

The Carlin Tunnels are finally a reality. Work started up on September 15th, and should go strong for 18 months or so. They have two more weeks of drilling on the portal before the actual tunnel work begins. The plan is to work from the west end to the east, as all the muck goes toward the west. This means they will be working only two headings at a time. Roy Elmer is Job Steward on the day shift, along with George Skivington as Safety Committeeman. This job will be a safe one only if all the brothers are alert constantly for safety violations. The members on the job are the people who can alert the company and the union if potentially unsafe conditions exist. Please remember, if you do get hurt, you can be hurt for life. It is a real foolish gamble to take chances with safety.

Byars at Pyramid Lake is laying gravel on most of the sub grade and probably will have it all down by press time. This has

been a real good job for the brothers, as it has always been a 9 or 10 hour work day.

Helms at Coaldale is well under way with their Mina job. Twelve to fifteen Local No. 3 members are on the job, with an equal number of Local No. 12 members. This promises to be a good job, as it is scheduled to go all winter.

Brothers, another big job has been knocked in the head—the Tahoe Regional Planning Agency has denied a proposed general plan for Lake Country Estates at Meyers, a 956 acre residential area, which developers said would have cost about \$100 million. They opposed this development because of the feared impact on a 50 acre meadow-like area included in it, stating the underground water plain in the meadow would have to be lowered by an elaborate system of drainage into the Upper Truckee River. The attorney for Lake Country Estates introduced a number of experts in the field of geology, hydrology and the environment, all of whom testified no environmental damage would result from the development.

The rejected general plan included 23 single family estates, 1,745 single family cluster residences, 615 medium multiple cluster domestic units, and 485 high multiple domestic units. Also included were commercial and school sites, 295 acres of open space, and a 150 acre golf course. All the residential areas, including roads, buildings, parking and walkways, would have covered about 35 per cent of the development sites. So brothers, you can see local politics working by the preceding situation. If this doesn't arouse your interest in local planning commission meetings, county and state development planning meetings, etc. that affect your jobs, that provide you with pay checks, that feed, clothe and house you and your family, then brother engineers, we don't know what will.

From up around the mining country, it is reported members working at Duval Corp. in Battle Mountain are looking forward to a substantial wage increase to start around February 1st. This

wage increase has been submitted to the pay board for approval since last April. At the time of this writing, there has been no word on either approval or disapproval of the increase. It is our understanding, however, that other Duval Mines in Arizona have just received word that their wage increases were approved by the pay board. This helps to insure our confidences that the brothers working at Duval here will get their raise approved.

Due to the increase in Barite orders, the brothers working at N L Industries have temporarily gone to three shifts operation. This material is shipped by rail to Seattle and is then distributed to oil well drillers in the Alaska area.

As winter months approach, exploration drilling in Nevada has started to taper off.

Nevada Mass., a tungsten mine near Imlay, Nevada, has almost completed the construction of a small pilot plant. This plant should be in operation by the first of the year.

We Get Letters

Dear Sir:

I would like to send my sincerest thanks to all at Operating Engineers Local No. 3 for the loving kindness shown to me and my family at the time of our loss of a loved one.

I am very grateful for the promptness in which the Operating Engineers paid us the burial fund. It was a big help at this time of sorrow to know we were prepared for the emergency. But most of all, I wish to thank you for the beautiful Bible given me in my husband's name. This I will always cherish.

Sincerely yours, Mrs. B. C. "Scotty" Douglas and Malcolm Douglas, Casto Valley, Calif.



Dale Marr, Vice President

JOB STEWARDS APPOINTED

Dist.	Name	Agent	Dist.	Name	Agent
01	Martin Nagel	E. Bell	90	Bobby R. Cooper	M. Kraynick
02	Robert Marr	A. Hansen	10	Don Blakeslee	R. Swanson
03	George Morasco	E. Bell	90	Art Reynolds	T. Carter
03	Walter Pacheco	E. Bell	12	Clark Evans	G. Morgan
31	Leonard Holiday	B. Sheffield	12	K. G. Visser	T. Bills
31	Robert Ridings	B. Sheffield	12	Leroy Brady	G. Morgan
40	Hans R. Bolt	E. Lake	12	John Child	L. Austin
40	Marie Polzin	R. Chase	12	Alfred Blomquist	R. Daugherty
60	George Genise	A. Cellini	12	Bert Funk	G. Morgan
80	Wallace Beard	A. Swan	12	Norman Lund	L. Austin
80	Robert Berger	R. Blagg	01	Frank Benedetti	W. Parker
80	Hugh Brocklehurst	M. Womack	01	Phil Pruett	W. Parker
80	Milton Kinsey	A. Swan	02	Arden Watkins	A. Hansen
80	Larry Lacazette	R. Blagg	20	Peter Von Perbandt	J. Norris
80	Aaron Mills	A. Swan	31	John Blair	B. Sheffield
80	Floyd Popejoy	R. Blagg	31	Larry Collins	B. Sheffield
90	Cal Ferrigno	J. Bullard	30	John Paul	W. Talbot
90	Paul Glenn	J. Curtis	60	Bill Brewer	J. Smith
90	Frank Kelisen	J. Curtis	60	Ruby Henry	J. Smith
11	Charles Phenix	I. Crinklaw	60	Spencer Loftis	A. Cellini
12	James Donovan	W. Lassister	60	John Owen	J. Smith
12	Gerald Gess	W. Lassister	60	Inez Peter	J. Smith
12	Ivan Seovil	R. Daugherty	60	Russell Strain	H. Huston
20	Robert J. Crouch	E. Louis	60	C. Peter Visalli	A. Cellini
20	George Kiefer	G. Jones	70	Marvin Seal	K. Green
20	Gerald Mason	R. Morgan	11	Jimmy Brock	P. Wise
40	Clifford Percy	E. Lake	11	Roy Elmer	I. Crinklaw
50	John Gentry	H. Smith	11	Milton Morrow	P. Wise
60	John E. Hanson	J. Smith	12	Byron Deleuw	W. Lassister
60	David P. Cameron	A. Swan	12	Mac H. Hunter	R. Daugherty

SAFETY COMMITTEEMEN APPOINTED

Dist.	Name	Agent	Dist.	Name	Agent
31	Robert Cavagnaro	B. Sheffield	20	Ronald Hender	R. Morgan
80	Douglas Beard	A. Swan	20	Ronald E. Powell	G. Jones
80	Stephen Hulse	A. Swan	70	Jim Lambert	K. Green
80	Frank Martinez	A. Swan	80	Leonard W. Palmliter	A. Swan
80	Bennie Sanders	A. Swan	90	Vance Affleck	T. Carter
90	C. R. Jolley	J. Curtis	90	Kenneth Churchill	M. Kraynick
90	Frank Keldsen	J. Curtis	10	A. McCaleb	R. Swanson
10	Charles Smith	R. Swanson	10	Doug Portlock	R. Swanson
11	Erick D. Carnes	D. Beach	12	Gordon Farnsworth	L. Austin
12	Milton Lassiter	R. Daugherty	12	Brent Mickelson	L. Austin
20	R. W. Gante	G. Jones	12	Keith Sorensen	G. Morgan
			12	Mark Williams	G. Morgan

Scholarship Award Rules Announced for 1972-73

Recording-Corresponding Secretary T. J. "Tom" Stapleton has announced the Local 3 Scholarship Competition for 1972-1973 is now in progress. Application forms will be accepted until March 1, 1973, and they are obtainable from:

T. J. STAPLETON
Recording-Corresponding Secretary
Operating Engineers Local Union No. 3
474 Valencia Street
San Francisco, California 94103.

GENERAL RULES & INSTRUCTIONS FOR APPLICANTS FOR LOCAL 3 COLLEGE SCHOLARSHIP AWARDS 1972 - 1973 SCHOOL YEAR

Two college scholarships of \$500.00 each will be awarded for study at any accredited college or university, one award to a son and one to a daughter of Members of Operating Engineers Local 3.

The Local 3 scholarships will impose no restrictions of any kind on the course of study. Winners may accept any other grants or awards which do not in themselves rule out scholarship aid from other sources.

WHO MAY APPLY:

Sons and daughters of Members of Local No. 3 may apply for the scholarships. The parent of the applicant must be a Member of Local 3 for at least one (1) year immediately preceding the date of the application.

The applicants must be senior high school students who have, or will be, graduated at the end of:

either: (1) the Fall Semester (beginning in 1972),
or: (2) the Spring Semester (beginning in 1973),

in public, private or parochial schools who are planning to attend a college or university anywhere in the United States during the academic year and who are able to meet the academic requirements for entrance into the university or college of their choice. Students selected for scholarships must have achieved not less than a "B" average in their high school work.

Applications will be accepted between December 1, 1972 and March 1, 1973.

AWARDING SCHOLARSHIPS:

Upon receipt of the application and required forms, Local No. 3 will verify the membership of the parent. The application will then be submitted for judging to a University Scholarship Selection Committee, an independent, outside group composed entirely of professional educators.

Apart from verifying the eligibility of the applicant, Local No. 3 will not exercise any choice among the various applicants or indicate in any way that one applicant should be favored over another. Based on factors normally used in awarding academic scholarships, the University Scholarship Selection Committee will submit to the Local 3 Executive Board recommendations for finalists. The list of potential winners and their qualifications will be reviewed and studied by the Executive Board and the scholarship winners selected.

Scholarship winners will be announced as soon as possible, probably in either May or June, and a check for \$500.00 will be deposited in each winning student's name at the college or university he plans to attend.

INSTRUCTIONS:

All of the following items must be received by MARCH 1, 1973:

1. **The Application**—To be filled out and returned by the Applicant.
2. **Report on Applicant and Transcript**—To be filled out by the high school principal or person he designates and returned directly to Local No. 3 by the officer completing it.
3. **Letters of Recommendation**—Every Applicant should submit one to three letters of recommendation giving information about his character and ability. These may be from teachers, community leaders, family friends or others who know the Applicant. These may be submitted with the application, or sent directly by the writers to Local No. 3.
4. **Photograph**—A recent photograph, preferably 2 inches by 3 inches, with the Applicant's name written on the back. (Photo should be clear enough to reproduce in the *Engineers News*.)

It is the responsibility of the Applicant to see to it that all the above items are received on time and that they are sent to:

T. J. STAPLETON,
Recording-Corresponding Secretary,
Operating Engineers Local Union No. 3,
474 Valencia Street,
San Francisco, California 94103,
or to College Scholarships at the address shown above.



COMMUNITY LEADERS from labor, management and politics were on hand for the dedication of the spanking new Murieta Mobile Home Village at Rancho Murieta this month. In the top photo Business Manager Al Clem talks about future plans for the development. In the second photo Ray D. Henderson, Project General Manager and President of

Murieta Sales, Inc., tells visiting dignitaries of progress being made on the overall program. In the bottom photo Bill Ames, Leo Westwater, Felix Siri, Al Clem and Dale Marr, all members of the Local Union 3 Pension Trust Fund that originated the idea for the development, pose for a picture outside the clubhouse of the new Murieta Mobile Home Village.

Mobile Home Site Dedicated

(Continued from Page 1)

trol throughout the development.

Historical Sites

Historical sites on the property were discovered by Ann Peak, a graduate student of archeology at California State University in Sacramento. Mrs. Peak's research disclosed Maidu Indian settlement sites, Plains Maiwok settlement sites, rock grinding holes, petroglyphs,

sandstone quarries, mining sites, "glory" holes, and early stagecoach station ruins of what may be the legendary Murieta home-site, cemeteries and grave sites. The management of Rancho Murieta in cooperation with State and County historical organizations hopes to identify and preserve many of the sites.

Five-Star Specifications

The Mobile Home Park was

built to meet five-star specifications. It contains 209 mobile home spaces that will accommodate a variety of sizes of mobile homes. Its facilities include a 4,000-square foot social center, heated swimming pool and patio, laundry complex, redwood perimeter fencing, television master antenna system and underground utilities. The park will be operated by Commodore Mobile Home Properties, Inc.

Santa Rosa Work Is Staying Steady As Mild Weather Holds

By RUSS SWANSON and BOB WAGNON

EMPLOYMENT GOOD — WEATHER PERMITTING—Yes we in the Santa Rosa area have been most fortunate in recent months to have had, and still have, a considerable amount of work. The September rains came but extended into October and slowed many of the projects for longer than wished for, especially when we are still in the middle of the working season.



Russ Swanson longer than wished for, especially when we are still in the middle of the working season.

Peter Kiewit Sons' Co. has its work lined out on the Hwy 101 work north of Healdsburg so that work can continue even through the rains, providing they are light. Wm. Heath is the Steward on this project, along with Marvin Baswell as the Safety Committeeman, and the complaints as of this writing have been few and far between. We hope it continues as such and if Jon Corley, the Project Mgr. continues to work with us as he has in the past then we should have a real good job.

Plombo Corp. still with a lot of work on the Warm Springs Dam project, but they are not as lucky as Kiewit in that the slightest amount of bad weather seems to shut the job down. Western Pacific & Adams & Smith have just about completed their part of the work in build-in the bridge previously reported on, however we still have "Andy" Anderson continuing to be employed while there are a couple of compressors on the job.

A. B. Siri, Inc. has been supplying base rock for Lloyd Rodoni from its portable plant which has been set up near the Asti Winery, with Frank Black overseeing the operation. Rodoni continues to work on a couple of projects in this area with activity in Santa Rosa at Spring Lake, with Carl Nelson as the Steward and John Clapham the Safety Committeeman. The other job in the finishing stages is the road between Cloverdale and Warm Springs Dam.

A. B. Siri, Inc. has moved in a crew to continue work at Bodega Harbor on a large, second home development. We found Hank Pacheco as the Steward, whose union card, incidentally, goes back quite a few years—actually to 1935.

Soiland Co. has about completed its portion of the underground at Bodega but continues to work at Holiday Park on a sub-division located near Cotati with Steward Don Elk keeping things under tow.

Forhim Corp. with ramrod William Keller, Steward Orval Cameron and Safetyman Charles Schumacher, is real busy in the sub-division in Rohnert Park.

McGuire & Hester is about to finish Petaluma Hill Rd, but still working on Santa Rosa Creek and on a bridge and a road project off of 9th Street in Santa Rosa.

Fid Cal Construction with a lot of projects going at the same time, with much of the work in Marin County. They are working on Wiki-Up, the County Airport, on Calistoga and on Adobe Rd. and we can find the Steward, Gene Bruchard, moving about to various projects.

Wise & McGinty are finishing up on their work at the Sonoma County Disposal sites, after having had fairly steady employ-

ment all year.

Argonaut Constructors with scattered jobs—Snyder Lane in Cotati, College Ave. in Santa Rosa, Hwy No. 1 at Fort Ross and sub-division work in Sonoma.

Don Dowd Co., with Laurel Musselman as Steward, has various jobs with work in Santa Rosa at the Bank of America site, St. Francis Acres sub-division and a lot of work for Charlie "Peanuts" Schultz, who has purchased about 800 acres North of Santa Rosa.

Other jobs going on and under construction in Mendocino County are the widening of 1.3 miles of Hwy 101 at Willits being done by Mendocino Aggregates; 2.3 miles of freeway from Reynold to Piercy by Huntington Bros. and C. K. Moseman; C. Jaxon Baker at Banskomb Rd. A. Teichert doing resurfacing from Ft. Bragg to Willits and various other locations and Mercer Fraser on Hwy 20 in Lake County. We could go on and on with numerous other jobs but will hold off for future issues.

C.I.A. MEETING—What is it?

In answer, it is a group of people who have gotten together in Sonoma County, namely Labor Contractor Associations, Land Developers, Bankers, Insurance men and Surveyors, just to name a few. The purpose is to fight the extreme environmentalist who has managed to stop so many projects. We are sure you will be hearing a lot more from this group and we will keep you posted.

P.G.&E. — The atomic power plant which P.G.&E. hopes to build at Point Arena is not a dead issue and the geological and geophysical investigations continue. Studies will be performed by Dr. Richard Jahns, who is Professor of Geology and Dean of Earth Sciences at Stanford University. Assisting him will be Doug Hamilton, who is Vice President of Earth Science Associates, and both of whom are geological consultants to P.G.&E. Additional off-shore studies are to be conducted by The Bechtel Corporation, who are the engineers for the project. The Vice President of P.G.&E. sees no reason to change his evaluation of the site as being suitable for a nuclear power plant. We surely hope the details are worked out and the actual work will begin.

MEETINGS—We certainly appreciate your continued support in the attendance at the various meetings held in the district. The most recent was the Job Stewards' meeting in Santa Rosa which was well attended, at which Dale Marr presented an excellent program.

The next meeting to be held will be the District Meeting in Santa Rosa on "Pearl Harbor Day." For those of you who don't recall that day it is December 7th, and will be held at the Santa Rosa Hall located at 3900 Mayette Avenue. Hope to see you there.

On November 14, 1972 the Stockton District No. 3 members elected Brother Boyd Hughes to the District's Grievance Committee, to fill a vacancy for the balance of the unexpired term.

At its meeting on November 2, 1972 the San Jose District No. 9 membership elected Brother Fred Loya to serve on the Grievance committee for District No. 9 to fill a vacancy for the balance of the unexpired term.

Utah Spreads Going Full Bore In Effort to Beat Winter Snow

By TOM BILLS, WAYNE LASSITER, LAKE AUSTIN, GEORGE MORGAN and REX DAUGHERTY

The work in Central and Eastern Utah is going strong and will remain so until the first snow hits the area.



Most of the employers want to get as much completed as possible before the bad weather stops the dirt work. Although the weather is quite cold in some parts of Utah the snow has not hit hard enough to stop any jobs. However, everyone is looking over their shoulder expecting it to come with fury.

Burgess Construction's job at Soldiers Creek Dam is still working long hours and extra days to get the dam as high as possible this season. The target for this year is eighty feet high on the dam and it is quite possible this goal may be reached. The Operating Engineers on this project have done an outstanding job on the volume of dirt moved.

S. A. Healy Construction of Currant Creek and the Layout Tunnel are still working a three-shift operation on the mole and a two-shift operation on the concrete lining. The concrete equipment problems are solved and this phase of the job may also go on a three-shift operation until the snow blocks the roads. There is still a lot of work to be completed and it is possible that this job will employ a high number of engineers for next season.

Strong Construction's road job at Strawberry is working both on the dirt and on the paving spread. The rock and traffic problems on the east end of the ten-mile project are causing some delay toward completion, but if the weather holds off for just a little longer this job could be finished this season.

J. M. Sumsion & Sons have left their hot plants near Roosevelt, Utah and have been able to do some small paving jobs in this area. The employer is in a good location if some of the jobs are released.

There is very little construction work in the Vernal area. Most of the Brothers living in the area are working for the Stauffer Chemical Plant. The number of jobs at this mine seem to stay constant and provide about the only payroll that is year-around.

L. A. Young Construction has started to work on a two-shift operation on the freeway job at Santequin, Utah trying to move as much dirt as possible while the weather is still good. The biggest push on this project will be next season, and we are in hopes of a large number of dirt moving pieces of equipment for our brother engineers to run.

Valley Asphalt is still laying asphalt and as long as the temperature doesn't get too low, they will keep up the pace. The plant in Salem, Utah has increased the number of Operating Engineers for the last shot for this season and work looks favorable for this type of work next season.

At the Huntington, Utah Power Plant job, Jelco, Inc. has hit the peak employment for Operating Engineers. If the snow holds off for a little while the employer will be able to enclose some parts of the powerhouse and provide some protection from the bad weather which, in turn, will provide more job opportunities. W. W. Clyde Construction has the

sub-contract on the dirt and have been working a two-shift operation. We are hopeful that this employer will be able to keep a large number of the brothers working this winter.

The W. W. Clyde shop in Springville, Utah is gearing up for some major work on the equipment this winter and the heavy duty repair crew will probably increase in number.

The big job on the Salt Lake belt route was advertised for bid on October 14th. This section will run from 18th South to 48th South at approximately 20th West. Base material for this job will be from the tailings from the re-cycling plant at Kennecott Copper Corporation. A separate haul road is planned from the Magna plant. The job was estimated at \$14 million.

Stearns Roger Corporation is getting started on the expansion at the Phillips 66 plant, and is expected to cost approximately \$1,500,000 on labor.

We look forward to seeing you at our next District Meeting in Ogden on December 1st at 8:00 p.m.

Cox Construction Company of Manti is just getting under way on their Salina Canyon road job. There are 250 working days scheduled for this 4.7 mile portion of Interstate 70. Construction work will include a complete new roadway, one concrete beam bridge and several concrete culverts.

L. A. Young Company of Richfield has completed the dirt work at Ferron. The lime is being laid. There are 22 operators busy and when this job is finished they will be moving to another job at Santaquin. L. A. Young just completed another stretch of dirt work between Kanosh and Meadow. Cox Construction will do the crushing and paving.

Strong Construction has 12 operators employed on their road work between Cedar Breaks and Panguitch, with 176,000 tons of gravel to crush. The weather will soon hamper their work but in the spring it will commence again.

Western Rock Products of Cedar City is now paving the Cedar City airport. Kent Cottam is the Job Steward on this project.

"Things" have been popping all around our good Brothers at Dynallectron in Green River. These "things" just happen to be Pershing ballistic missiles that are being fired by the West German Air Force. The missiles are fired from the Green River Range and ten minutes later land at the White Sands New Mexico Range.

The Environmentalists are working overtime in Southern Utah. Our Brother Engineers living in this area should write to their Senators and Congressmen concerning the Kaiparowitz Project and the Glen Canyon-Bullfrog Marina road. These projects would keep our Brothers working for several more years and the work picture would be greatly improved. We need to work together to keep the birdwatchers from interfering with our livelihood.

Cox Construction Company is in the process of installing a 3½ mile conveyor belt at Hot Springs. The belt was especially designed and will be installed on the mountain side, east of Hot Springs, running under the present highway and railroad to the right-of-way. The cost of the conveyor system is in the neighborhood of \$600,000. At the end of the project it will have moved

7,000,000 yards of material.

Peter Kiewit & Sons has started the repair of I-80 located at Echo reservoir. The fill material had a chemical called betenite which soaked up the water from the lake and created the slide into the reservoir. The repair will consist of excavating twelve feet below the water surface and hauling washed rock back in the slide area, plus ripping the slope.

The J. B. Parson project at Tremonton should be winding up sometime during the month of October, but due to the cold temperatures it will be next spring before the popcorn can be laid.

J. B. Parson at South Weber has gone into high gear with the transferring of five 651 scrapers from Pecos, Nevada to the South Weber project. With a little cooperation from the weather, they should work up until December.

Superior Air Handlers were the low bidders and have started the erection of the precipitator plant designed to remove all the dust particles from the air at the Ideal Cement Plant located at Devils Slide. N. P. Mettome Company has the steel erection and crane rental for this job.

Governor Calvin Rampton, along with County Commissioners from Davis, Weber, and Salt Lake counties, participated in a ribbon cutting ceremony that officially opened the \$9.4 million, 6.7 mile section of I-15 between Pages Lane and Lagoon. This stretch of Interstate is the largest single contract ever awarded for highway construction in the State of Utah. The project consisted of three concrete lanes running in each direction and nine major structures. It is the first major piece of concrete highway to be completed in almost 20 years in Utah.

Frontlash Registered 66,836 in California

In its largest voter registration effort to date, the California Frontlash youth-voters project has added 166,836 voters to the rolls in 1972, according to David Jessup, Western States Director of the labor-backed youth group.

"Over 1500 young deputy registrars participated in the drive in 20 counties," Jessup said. "They worked very hard," he added, noting that the 1970 total of 100,000 registrations was greatly exceeded this year.

The bulk of the registrations were non-college, working youth, "who often are bypassed by the more highly publicized drives on campuses," Jessup said.

Seventy-two per cent registered Democratic, 19 per cent registered Republican, and 9 per cent registered in other parties or as independent, according to the report.

"Either Nixon will receive fewer youth votes than the polls indicate, or else we've got the biggest batch of young ticket splitters in history," Jessup said.

A county by county breakdown of totals follows:

Contra Costa 10,203, Fresno, 20,258, Humboldt 7,237, Kern 1,500, Los Angeles 53,100, Marin 200, Orange 1,032, Placer 3,345, Riverside-San Bernardino 6,650, Sacramento 12,092, San Diego 13,600, San Francisco 10,291, San Mateo 9,975, Santa Clara 3,000, Santa Cruz 3,168, Sonoma 10,585, Tuolumne 200, Ventura 400.

Seven Highway Projects Total \$2 Million

★ ★ ★

ABAG Asks For Heavy Lid 'On Any Bay Area Growth

Delegates to the General Assembly of the Association of Bay Area Governments from cities and counties around the Bay voted last week to set up a 5.5 million people planning growth guide for 1980.

At the same time delegates asked the state legislature to authorize ABAG as a multifunctional regional planning and implementing agency with open space preservation as a high priority.

IN A RELATED development on the no-growth, ecology front Berkeley City Council voted last week to approve a plan that would save many old homes from demolition and give neighborhoods the right to veto construction of new high density dwellings.

The all-day session of ABAG at the Berkeley Marina was attended by some 350 city and county officials.

Stewart Udall, former secretary of the interior whose environmental consulting firm is helping UBAG prepare a nine-county park and recreation plan, said there was more creative open space planning underway in the Bay Area than anywhere else.

Calif. Atty. General Evelle Younger told delegates that "contrary to some predictions, the sky has not fallen on local governments and they have risen nobly to the occasion" in referring to the recent Friends of Mammoth vs. Mono County decision requiring environmental impact statements for private

projects. He said the decision was a reasonable one as it entailed a huge project in the middle of a national forest.

"WE HOPE THE FORESTS we leave our grandchildren are made up of trees not condominiums. I hope we are all friends of Mammoth."

Delegates representing seven counties and 46 cities approved a policy that would direct state and federal agencies to help implement ABAG's Open Space Plan.

S.F. Noise Is No-No

San Francisco — Effective this month is the city's new noise abatement ordinance with contractors and others involved given periods ranging from six to 42 months to comply with its provisions.

Six months from today powered construction equipment will not be allowed to emit noise exceeding 85 decibels at a distance of 100 feet. Forty-two months from today they cannot emit noise exceeding 80 decibels.

Impact tools, although exempted from these decibel limits must be equipped with intake and exhaust mufflers and pavement breakers and jack hammers with acoustically attenuating shields or shrouds, all to be done six months from now.

The ordinance also prohibits any construction work between 8 p.m. and 7 a.m. if the noise level is in excess of the ambient noise level by five decibels at the nearest property line. Proviso is made, however, for Public Works Director S. Myron Tatarian.

Four city agencies are charged with enforcement of various sections of the complex ordinance. They are the Bureau of Building Inspection, Bureau of Engineering, Police Dept. and Health Dept.

Building Inspection Chief Alfred Goldberg told DPB he hopes soon to put in a request for funds to handle his own section's policing. "We'll have to add seven or eight men to our inspection staff, give them special training and get special sound level and calibrating equipment. We're also going to need money for overtime because we expect most of the complaints to come in after hours."

Architects Affiliate with Carpenters

Architects in an independent organization based in San Francisco have affiliated with the Brotherhood of Carpenters and Joiners, in order to increase their bargaining power and extend their reach to other areas.

The Organization of Architectural Employees won a representational election a year ago among architectural employees in three firms but has since been unable to negotiate a contract with any of those employers, according to Peter Ekstein, the group's executive secretary.

Now it will have the backing of the Carpenters' 800,000 members and the building trades councils, he said.

Clive Knowles, research director for the California Council of Carpenters joined the union's negotiations team.

Young architects, especially, are disturbed about relatively low pay and the lack of job security or grievance machinery or pensions, he said.

The Organization of Architectural Employees will keep that name and will organize engineers in addition to both licensed and unlicensed architects.

Living Benefits Hit Record High

Remember that old saw, "With life insurance, you have to die to win." Well, about \$10 billion says it isn't so.

That's the amount of life insurance payments received by living policyholders last year, according to the Institute of Life Insurance.

And 1971 wasn't the first year it happened. The exact total of \$9.8 billion was \$322 million more than the previous record set in 1970.

Over the past decade, payments to policyholders themselves have just about doubled with the 1961 figure standing at \$5.2 billion. The figure has gone up each year of the decade, with the total for the 10 years of the sixties being over \$65 billion.

Payments to policyholders amount to 57 per cent of all payments made by life insurance companies, says the Institute. The 1971 total included \$3.7 billion in policy dividends, \$2.9 billion in surrender values, \$1.9 billion in annuity payments, \$990 million in matured endowments, and \$257 million in disability payments under life insurance policies.

101 in Sonoma Was Biggest Project to Go Out for Bids

Sacramento — The California Division of Highways has called for bids on seven highway construction or improvement projects in northern and central California, with a total cost of more than \$2 million.

Largest project is in Sonoma County on Route 101 in the city of Petaluma. The Division plans to construct a four-lane overcrossing to replace the two-lane structure at East Washington Street. The structure is designed to span an ultimate eight-lane Route 101 freeway and will accommodate two lanes of traffic in each direction and a five-foot sidewalk on the south side. It will include a 12-foot median and eight-foot shoulders on each side the total length will be 250 feet.

A barrier railing on the south side of the structure will arch out over the sidewalk to prevent objects from being dropped onto the freeway by pedestrians.

The city of Petaluma plans to widen East Washington Street to four lanes with parking lanes on each side. In order to accommodate the new cross-street, the Division of Highways will modify the existing ramp connections from the overcrossing.

Approximately \$1,300,000 is available for the project on which bids will be opened in Sacramento on November 22.

Two of the projects being advertised are in Solano County. The largest is a project to widen portions of Route 12 for a distance of about 2.3 miles from about 1.3 miles east of the junction of Route 113 to Azevedo Road near Rio Vista. The Division of Highways plans to widen portions of the existing two-lane roadway to a standard 40-foot width and revise a number of grades in order to improve sight distance for motorists.

Approximately \$410,000 is available for the project on which bids will be opened in Sacramento on November 15.

The second Solano County project consists of constructing an off-ramp at the Walnut Street interchange with Route 37 in Vallejo. The project calls for grading and surfacing for a two-lane off-ramp and improving the existing highway lighting at the site.

About \$31,000 is available for the job. Bids will be opened in Sacramento on November 15.

In Yolo County, near West Sacramento, the interchange of Interstate Routes 80 and 880 will be landscaped and an irrigation system installed in order to reduce maintenance costs along the roadway.

Approximately \$267,000 is available to plant the area and install the irrigation system. Bids will be opened in Sacramento on November 15.

In Humboldt and Del Norte Counties, new guard railing will be installed, or existing railing improved, at selected locations along Routes 101 and 299. The project is part of the State's Clean Up the Roadside Environment (CURE) program to make the roadsides safer for out-of-control vehicles.

Approximately \$76,000 is available for the project on which bids will be opened in Sacramento on November 15.

Guard railing also will be constructed under an Alameda County project. The railing will be installed at various locations along Routes 13, 17, and 77.

About \$99,600 is available for the project. Bids will be opened in Sacramento on November 15.

A Tulare County project calls for the construction of a con-

crete box culvert on Route 63 about one mile north of Oroquieta. The culvert will provide a new channel under the roadway for the Alta East Branch irrigation canal.

About \$30,000 is available for the project on which bids will be opened in Sacramento November 8.

New Benefits

(Continued from Page 1)

will generally benefit by an optional method of computation. In computing benefits, under present law, five years of low earnings can be dropped without penalty. Under the new law, a man can also drop the years between 62 and 65. Women may now retire at age 62, so this provision does not affect them.

- The waiting period before disability benefits can begin is reduced from six to five months.

- Medicare coverage is extended to the 1.5 million persons under 65 who are receiving social security disability benefits. They become eligible only after they have been receiving disability benefits for 18 months. This is the first extension of Medicare to any group under 65. This provision takes effect July 1, 1973. All other social security changes take effect next Jan. 1.

- Medicare payments will be made for limited types of chiropractic services and also for the very expensive machine treatments for serious kidney diseases.

TO PAY for the new benefits, the combined social security and Medicare payroll tax rate next January will rise to 5.85 per cent for both workers and employers and to 6 per cent in 1978.

Workers earning more than \$9,000 a year will find the amount deducted from their paychecks substantially higher next year because an increase in the taxable wage base was already scheduled under existing law. But the increased wage base will also mean that their retirement benefits will be higher at age 65 since the earnings on which benefits are computed will be higher.

We Get Letters

Dear Sir:

Please accept my sincerest thanks for the kindness I have been shown by the Operating Engineers Local 3.

I am very grateful to Operating Engineers for the promptness they have shown regarding the burial insurance, but most of all, please accept my sincerest thanks for the beautiful bible which my son and I received in memory of Joseph A. Campbell, which we appreciate. It has helped us a great deal.

My husband was so proud to be a member of Operating Engineers Local 3, District of Redding.

Sincerely yours,
Mrs. Ruby Campbell
Anderson, Calif.

Could Kill Labor Papers!

Cranston Fights 127% Postal Rate Boost

Survival of California's 718 magazines — particularly the small journals of opinion — and more than 5,000 jobs are being threatened by unparalleled hikes in postal rates, according to Senator Alan Cranston.

Cranston is co-sponsoring a bill (S. 3758) to curb a 127 per cent increase in second-class magazine and newspaper rates. A 33 1-3 per cent increase has already gone into effect with further increases scheduled between now and 1976.

Postal officials claim the increase is necessary if newspapers and magazines are going

to pay the full cost of delivering each issue.

"However, the net effect will be to inhibit the public's access to new ideas and diverse points of view," Cranston maintained.

"Since 1972 Congress has encouraged low postal rates for the distribution of publications through the mails. For 178 years, Congress recognized the need for this form of national subsidy as a vital component of public education and self-government."

Cranston pointed out that without the postal subsidy, "this vital channel of communication

would be diminished, and practically every person who wishes to remain a magazine subscriber may find himself paying an additional \$2 to \$3 per year for each publication that manages to survive the postal rate hike."

Further, Cranston noted, the rate increase would hurt the weekly newspapers, many of which are delivered by mail. He said it will also hurt the important California magazine industry, which employs more than 5,000 people and nationally is second only to New York in the number of publications.

Know Your
Business Rep!
—
Check Your
Contract!

Obituaries

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:

Brigham, Glenn (Joanne, Wife)	10-12-72
6400 Teal Way, Carmichael, California	
Campbell, Dave R. (Kathleen, Wife)	10-9-72
Hwy 95A Copper city Trl., Yerington, Nevada	
Crawford, Eugene (Ruby, Wife)	10-13-72
463 Wilson Street, Novato, California	
Dixon, George (Lucille, Wife)	10-19-72
1530 Blue Street, Marysville, California	
Douglas, Burrall (Edythe, Wife)	10-3-72
2222 Lobert Street, Castro Valley, California	
Edwards, Charles (Ora, Wife)	10-9-72
1611 S. San Joaquin, Stockton, California	
Fonseca, Walter (Evelyn, Wife)	10-19-72
1970 Randolph Dr., San Jose, California	
Giampaci, Gino (Donald, Son)	10-13-72
P.O. Box 53, San Carlos, California	
Hicks, Leon (Oleta, Wife)	10-26-72
2606 Paul Minnie Ave., Santa Cruz, California	
Hunt, Robert (Alta, Wife)	10-13-72
35 W. Oak Street, Willits, California	
Kerr, William (Loretta, Wife)	10-28-72
1138 Bella Vista, Oakland, California	
King, Warren (Rosemarie, Wife)	10-20-72
821 Humboldt St., Vallejo, California	
McCollam, James (Lola, Wife)	10-14-72
2305 Oak Street, Klamath Falls, Oregon	
Nikcevic, Obren (Mileva, Wife)	9-30-72
640 - 42nd St., Sacramento, California	
Phillips, Wendell (Virginia, Wife)	9-30-72
Hwy 50, Pacific House, California	
Ryker, Don (Mary, Wife)	10-13-72
10699 Larry Way, Cupertino, California	
Sanders, Charles (Estella, Wife)	10-16-72
1799 Leta Lane, Oroville, California	
Shook, Ross (Evelyn, Wife)	10-2-72
1119 E. Monte Vista, Vacaville, California	
Silva, John A. (Estelle, Wife)	10-14-72
1931 Storobridge Ave., Castro Valley, California	
Walker, Ed (Margie, Wife)	10-22-72
4741 Oak Hill Rd., Placerville, California	
Whitmore, William (Claire, Wife)	10-15-72
6020 Linden Way, Salt Lake City, Utah	
Whitset, Robert (Evelyn, Wife)	10-15-72
2720 Akard, Redding, California	
Wilson, P. R. (Iris, Wife)	9-29-72
P.O. Box 18, Caspar, California	

DECEASED DEPENDENTS

Austinson, Julie—Deceased October 8, 1972
Deceased Daughter of Ned Austinson
Buscaglia, Mike—Deceased October 13, 1972
Deceased Wife of Stanley Buscaglia
Conn, Jennifer—Deceased October 22, 1972
Deceased Daughter of Billy Conn
Crasper, Jennie—Deceased October 19, 1972
Deceased Wife of Jack Casper
Dutra, Ann—Deceased October 27, 1972
Deceased Wife of Frank Dutra
Eickbush, Mary—Deceased July 8, 1972
Deceased Wife of Orvis Eickbush
Fessler, Rosellen—Deceased October 17, 1972
Deceased Wife of Merle Fessler
Jordan, William G.—Deceased October 24, 1972
Deceased Son of William F. Jordan
Moore, Hayden—Deceased October 16, 1972
Deceased Wife of Earl Moore
Shellabarger, Nellie—Deceased September 25, 1972
Deceased Wife of Lynn Shellabarger
Turner, Ina Marie—Deceased October 11, 1972
Deceased Wife of Leonard Turner

Final State Results on Ballot Propositions

Prop. 1—Community college bonds	Passed
Prop. 2—Health science facilities bonds	Passed
Prop. 3—Pollution control facilities	Passed
Prop. 4—Legislative procedures	Passed
Prop. 5—School district powers	Passed
Prop. 6—Amend constitution	Passed
Prop. 7—18-year old vote and open presidential primary	Passed
Prop. 8—Tax exempt pollution facils.	Defeated
Prop. 9—School bond OK by majority	Passed
Prop. 10—Increase blind vet tax exempts	Passed
Prop. 11—Privacy, inalienable right	Passed
Prop. 12—Disabled vet prop. tax exempts	Passed
Prop. 13—Award on subsequent injuries	Passed
Prop. 14—The Watson Tax Initiative	Defeated
Prop. 15—Compulsory arbitration, state	Defeated
Prop. 16—Calif. Highway Patrol salaries	Defeated
Prop. 17—Death Penalty Initiative	Passed
Prop. 18—Obscenity Initiative	Defeated
Prop. 19—The Marijuana Initiative	Defeated
Prop. 20—Calif. Coastline Initiative	Passed
Prop. 21—School Busing Initiative	Passed
Prop. 22—Agricuilt. Labor Relations Act	Defeated

Atkinson-Bravo Bid Is Lowest On New Melones Dam Project

By WALTER TALBOT, AL McNAMARA and BOB SHEFFIELD

The most important news from this district in a long while is the first hurdle has been cleared for the construction of the long awaited New Melones Dam Project. Bids were opened October 10th and the apparent low bidder is Guy F. Atkinson Company & Dravo Corp.



Walter Talbot at \$83,245,082.00. The Atkinson-Dravo bid was the lowest of five bids submitted with only \$323,309.00 over the second low bidder. The engineers estimate for the project was \$78,915,820.00.

However, other obstacles must be cleared before actual construction can commence. First is a hearing with the State Water Resources Control Board to ascertain the need and demands for the water supply. This will be decided before this news article reaches the printers office. Secondly, about fifty groups and agencies have filed protests to the applications for water diversion filed by the U.S. Bureau of Reclamation in connection

with the project. Among them are the Environmental Defense Fund, which sued to prevent the dam, the State Department of Fish and Game, the Contra Costa Water Agency and the Pacific Gas & Electric Co. Also conservationists and sportsmen have protested that the huge dam would drown segments of white water runs prized by rafters and boatmen. A tentative date of March 5, 1973, has been projected as the earliest date that would allow any construction activity to commence provided that the obstacles already mentioned could be eliminated.

Nimbus Constructors of Fair Oaks was low bidder for the University of the Pacific student housing center at \$3.5 million.

Teichert Const. is doing the site work for the new J. C. Penny store in the Weberstown Mall in north Stockton with the contract to construct the new store scheduled to be let before November.

The work in general has slowed down in this district due to the wet weather that was prevalent in October, however, some jobs continue to move dirt between wet periods with the hope of finishing them before winter.

By BOB SHEFFIELD
Hensel Phelps Construction

Co., Burlingame, was the low bidder at \$14,175,000.00 on the bridge to span the Stanislaus River canyon. It will replace the present bridge built in 1953. The original bridge was washed out in a flood. Much of the year the bridge crosses a flowing clean river but in the spring it spans the upper end of Melones Reservoir. The water gets so high that boats have difficulty passing under the bridge. The new bridge will be a two-lane structure on tall concrete piers, capable eventually of supporting four lanes. In all, the bridge and approaches will extend 2.5 miles, eliminating one of the most tortuous portions of the historic Hwy. 49.

A Santa Cruz firm, Jasper Construction, Inc., was low bidder on the four-unit Engineering and Technical Trades building at the new Modesto Junior College West Campus. Their bid was \$2,851,600.00. A campus master plan envisions two mammoth education buildings facing each other across a tree lined mall surrounded by parking lots and athletic fields. The Engineering and Technical Trades building is the first to be built.

A. Teichert & Sons Inc. was awarded a contract to repair River Road. Their bid was \$63,754.00.

Teichert Low Bidder On New Interstate Highway Five Section

By RALPH WILSON, District Representative, AL DALTON, AL SWAN, BOB BLAGG, MIKE WOMACK, Business Representatives

The California Division of Highways proposes to widen a 9.2 mile section of State High 65 between Lincoln and Wheatland in Placer County. This would be done along existing alignment. The entire length of the section to be improved will be widened from 26 to 40 feet, providing two 12-foot lanes with paved shoulders. There are four short bridges in this section. Three would be widened to accommodate the 40-foot highway width. This project would improve safety and raise the roadbed elevation in some areas where there is flooding. Cost is estimated at about 2 million dollars.



A. Teichert & Son, Inc. of Sacramento was the low bidder on a 2.5 mile section of Interstate 5 in Sacramento with a bid of \$6,343,748. The project extends from 43rd Avenue in South Land Park to Pocket Road.

Another contract was awarded to Granite Const. Co. for the section of freeway between 43rd Avenue and Broadway, a 12 million dollar construction job.

When the two Sacramento projects are completed in 1974, along with I-5 work now under way in San Joaquin County, only 33 miles of the Mexico to Oregon freeway will be furnished.

In Sacramento County 16 miles of the highway have not been put to bid. Beginning next year, separate contracts will be awarded for I-5 work from

Pocket Road to Beach Lake Road, from Beach Lake Road to Lambert Road, and from Lambert Road to the San Joaquin County Line.

In the Mountain Area — The Gibbons & Reed job east of Auburn on Hiway 80 moved a great amount of material in the last part of the summer months. At this time everything is very wet and most of the equipment is parked along the freeway. A few of our brothers are doing some repair work on this equipment. This job, which has kept about 61 of our brothers busy throughout the year should finish up early in 1973.

Walsh-Western Company is putting the finishing touch on the diversion tunnel at the Auburn Dam. This has been a good tunnel job for the brothers near Placerville and Auburn who specialize in this type of work. The keyway will be the next contract let at this location and we hope they get the bid out soon. The operating engineers who live in this location

and own their homes are praying for the Auburn Dam to be going soon.

R. D. Watson, Inc. on the Iron Mountain Rd. job east of Sly Park Dam is working long hours to complete their job. They are putting down hot stuff and this particular mountain road will be about 20 miles long and will end up on Hiway 88. This Company also has another job near Kyburz off Hiway 50.

Another Sacramento County project is widening from six to eight lanes and construction of a barrier in the median of the South Sacramento Freeway, Route 99, between 12th Avenue and the Sacramento Boulevard overcrossing. This work will cost \$640,000. Also there will be erection of sound barriers on the north side of Interstate 80 just east and west of the Greenback Lane interchange and at two locations between Antelope Road Interchange and the Placer County line. The total cost will be \$370,000.

Who Said?

"Every gun that is made, every warship launched, every rocket fired signifies, in the final sense, a theft from those who hunger and are not fed, those who are cold and are not clothed."

"This world in arms is not spending money alone."

"It is spending the sweat of its laborers, the genius of its scientists, the hopes of its children."

"The cost of one modern heavy bomber is this: a modern brick school in more than 30 cities."

"It is two electric power plants, each serving a town of 60,000 population."

"It is two fine, fully equipped hospitals."

"It is some 50 miles of concrete highway."

"We pay for a single fighter plane with a half million bushels of wheat."

"We pay for a single destroyer with new homes that could have housed more than 8,000 people."

"This is not a way of life at all, in any true sense. Under the cloud of threatening war, it is humanity hanging from a cross of iron."

(DWIGHT EISENHOWER)

Personal Notes

MARYSVILLE

Our personal sympathy is extended to the family and friends of Brother Hank Wittman who passed away recently.

Brother Corbett Worley is home recovering from an illness after spending time in the Sutter General Hospital, Yuba City. We hope he is back to work soon.

Brother Elvis Kemp was in Fremont Hospital in Yuba City. We wish him a speedy recovery.

SACRAMENTO

Our heartfelt sympathies go to the families of Marion Hunnel, Wendell S. Phillips, Obren Nikcevic and Glenn Brigham who passed away recently.

We would like to thank the following for their response to our appeals for blood donations: Richard K. Voiles, Theodore H. Haberman, Mrs. Janet R. Clement, Mrs. Eleanor Knox, Joseph X. Fonseca, Mrs. Dora A. Fonseca, Mrs. Sandra K. Fonseca, Mrs. Anna Rivera, Robert Rivera, Mrs. Juanita E. Hoover.

On a lighter note we would like to report the birth of a baby boy, their fifth child, to Mr. & Mrs. Gerald Briggs, on October 5, 1972.

SAN JOSE

The Operating Engineers' Golf Club, on completion of the "Turkey" Tournament that was held at the Calero Golf Club on Sunday, Oct. 15th, had their election of officers for the 1972-73 season. The elected were as follows: Tournament Chairman, Mike Kraynick; President & Handicap Chairman, Jess Durham; Secretary, George Curtis; Trustees, Joe Winterholder and Tony Rutkowski.

The group has been playing a tournament monthly for the past three years and are looking forward to a great, pleasureable new season.

REDDING

Our deepest sympathy to the family and friends of Brothers Tommy Fodge who expired September 8th, Brother Virgil "Gene" Milligan who expired September 12th and Brother Joe Campbell who expired September 29th.

Best Wishes for a fast and speedy recovery to the following members who have been hospitalized or ill at home: Brother Paul Pelham, who is slowly recovering at home after a long illness; Brother Dave Tenney, who is also recovering after his illness in Utah; Brothers Frank James, Joe Kakuk, Dick Haddock, Albert Benjamin and Jim McCollam and John Ciulla are all recovering nicely.

SANTA ROSA

We wish to extend our sincere sympathy to the families and friends of Reuben Stubberfield, P. R. Wilson and Robert Hunt on their recent deaths and to Brothers Marshall Peterson Walt Marci, Merle Fesler and Earl Moore on the death of their wives.

RENO

Brother Frank Fornengo is now out of the hospital and happy to be so. He is going to retire this fall due to disability and will be greatly missed by the crew around here and also a few employers when they need a first-rate crane operator.

Brother Dan Schultz of Duval Corp., Battle Mountain—deceased 9/5/72.

Brother Dave Campbell of Anaconda Corp., Yerrington—deceased 10/9/72.

STOCKTON-MODESTO

Brothers Clifford Morris, Paul Davies, Forrest Shellabarger, Lavern Wagner and Elmer Thorpe were either hospitalized or under a doctor's care this past month. A speedy recovery is wished for all.

Our deepest sympathies are extended to the family and friends of deceased Brother Fred W. Menge, retired.

EUREKA

Congratulations are in order to Mr. & Mrs. Jimmy Clary, who are proud parents of a baby boy and to Mr. & Mrs. Charles Vaughn and Mr. & Mrs. Jackie Sudori who are proud parents of baby daughters.

We wish a speedy recovery to Brother Clarence Prince who is convalescing at home after his recent heart attack. Brother Clarence Swift is back on the job after his heart attack.

Brother G. C. "Tex" Barker is convalescing at home after he suffered an injury to his leg in August.

SAN RAFAEL

Our deepest sympathy to the family of our late Brother Harvey Crotts who passed away on September 13th; also to the widow of our late Brother Eugene (Gene) Crawford who passed away on October 14th.

Congratulations to Brother Jim Bearquiver and his wife on becoming the proud parents of a girl born September 29th, Victoria Noel.

WE WISH YOU AND YOUR FAMILY A VERY HAPPY THANKSGIVING.

More Credit Union

(Continued from Page 16)

amounts up to \$2,500 and secured loans in amounts up to \$15,000 plus the amount of the Member's shares in the Credit Union.

The Credit Union will finance the purchase of just about anything you are buying—from airplanes to real estate—within the above limits. We will also refinance or if owned outright, take as security for a loan, motor vehicles, mobile homes or almost any other item that has a resale value that can be readily established.

A note or a phone call to the Credit Union office will get complete details on any financial assistance you require.

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE: TWO LOTS W/3 HOUSES.

Gd. soil, many trees & shrubs. 5 mi. to Oroville Dam. \$16,500 on terms, \$5,000 dn, or \$15,000 cash. G. H. McCauley, 4583 Lincoln, Oroville, Ca. 95965. Ph. 916/534-1058. Reg. No. 0357477. 9-1.

FOR SALE: 6.91 ACRE HOMESITE. 10 mi N of Roseburg, Ore. Beau view over Ompqua River, nr lake, fishing. \$6,500 cash. Ph. 415/443-9530. Ralph L. Clevenger, 642 Chase Ct., Livermore, Ca. Reg. No. 1328138. 9-1.

FOR SALE: 1963 10x55 KIT OLYMPIA. Dbl awnings, skirting, util, shed, 2BR, frnt kitchen, blt-in air cond. \$4,500. B. Hunt, 223 B St., Carson City, Nev. 89701. Pr. 702/882-5975. Reg. No. 0488162. 9-1.

FOR SALE: 12x60 MOBILE HOME, turn 10x80 Dupl Tlr. Both now rented, gd income. Ph. 707/459-2166. P.O. Box 562, Willits, Ca. 95490. Reg. No. 0908550. 9-1.

FOR SALE: 5.8 ACRE LOT, incomparable setting, Lake Don Pedro, nr golf crse & marina. \$24,750. B. Hulihee, 710 Del Monte Ave., South San Francisco, Ca. 94080. Call 589-7035. Reg. No. 0714953. 9-1.

LOT FOR SALE: PINE MT. LAKE, off Hwy 120, nr Groveland, Ca. All recreational facil. Reas. Call 209/847-3285. Oakdale, Ca. Reg. No. 1154323. 9-1.

FOR SALE: 955 LOADER—will sell for parts. Fishing boat, coml, seaworthy, w/gurdees, cabin & hd, Evinrude 75 HP w/tlr \$1,800 or trade. H. E. Sampson, 1196 Liberty Rd., Petaluma, Ca. Ph. 702-4620. Reg. No. 064005. 9-1.

FOR SALE: 7-6 TRACK LOADER, 4-1 bucket, hyd. rippers, F-800 Ford & LoBoy comp. \$10,500. B. Hunt, 223 B Street, Carson City, Nev. 89701. Ph. 702/882-5975. Reg. No. 0488162. 9-1.

FOR SALE: 1970 FUTURA MOTOR HOME, self-cont., 17,000 mi., Onan 4,000W generator, overhead air cond., extras. \$7,500 firm. R. Gledhill, 280 14th Ave., Santa Cruz, Ca. 95060. Ph. 408/475-5565. Reg. No. 1079909. 9-1.

FOR SALE: 225 AMP LINCOLN LINC-WELDER, 110 AC power, elec. start, 30 ft. ground cable, 60 ft. stinger cable, eng. just majored. \$500. B. Bueh, 126 Navarra Dr., Scotts Valley, Ca. 95060. Ph. 408/438-3469. Reg. No. 1187169. 9-1.

FOR SALE: BOAT, 12 FT STARCRAFT, alum., flotation seats, automatic bailer, gd cond. R. Landrum, 26618 Jane Ave., Hayward, Ca. 94544. Ph. 581-2126. Reg. No. 0304356. 9-1.

FOR SALE: TWO ACRES CALIFORNIA CITY. Close in. \$6,500. Sam Rossi, 120 Northam, San Carlos, Ca. 94070. Reg. No. 0643062. 9-1.

FOR SALE: HENSLEY RIPPER for D4. New pt \$150. 4 diesel injectors for D4 like new. W. L. Fischer. Rt 2 Box 67-B, Placerville, Ca. 95667. 916/622-2483. Reg. No. 0574273. 9-1.

FOR SALE: 1971 MOBILE HOME 24x60 on 5 acres, 2BR, 2 baths, den, dining area, porches, exc. well, Clarence Gill, 4327 Pleasant Creek Rd., Rogue River, Ore. 97537. Reg. No. 0494256. 9-1.

FOR SALE: TWO MOTORCYCLES in ex. cond. 70 1/2 Honda CB 450, faring & rack \$375. 70 Moto-Guzzi 750 Ambassador, full dress \$1,100. Edward Hall, 517 Patterson Blvd., Pleasant Hill, Ca. Ph. 415/935-0543 aft 6 wkdays. Reg. No. 0814847. 9-1.

FOR SALE: GASOLINE 3" WATER PUMP, 6 H.P. Briggs & Stratton eng., about 18" suction hose, gd cond. \$275. W. L. Fischer. Rt. 2 Box 67-B, Placerville, Ca. 916/622-2483. Reg. No. 0574273. 9-1.

FOR SALE: THREE 10-ACRE PARCELS nr Coloma, remote, secl. Vw Amer. River, beach access, gd hunt & fish. \$5,500, \$7,500, \$10,000 w/terms. W. L. Fischer. Rt. 2 Box 67-B, Placerville, Cr. 916/622-2483. Reg. No. 0574273. 9-1.

FOR SALE: 10 ACRES PERMANENT PASTURE. No bldgs. Fenced. \$600 per acre. 916/824-3856. Rt. 2 Box 21, Corning, Ca. 96021. Reg. No. 0745123. 9-1.

FOR SALE: SEVEN YARD CEMENT MIXER \$800. One-third int. in 10 acres nr reservoir, Monterey City on paved frontage rd \$3,000. Call Augustin Rodriguez 408/246-7848. Reg. No. 1022442. 9-1.

FOR SALE: LARGE CURTA CALCULATOR. Almost new \$125 or offer. Mark Hammer, 235 Oak Road, Danville, Ca. 94526. Phone 415/837-9335. Reg. No. 0650623. 9-1.

FOR SALE: SIX ACRES IN FRENCH GULCH, CALIF. Secluded, w/well & shade trees, \$9,000. Ph. 916/359-2286. M. MacGinniss, P.O. Box 50, French Gulch, Ca. 96033. Reg. No. 1276836. 9-1.

FOR SALE: 55 MACK DUMP TRUCK 5x3 spd, ready to haul! \$2,800. Fred Barber, 16 Evergreen Ave., Windsor, Ca. 95492. Reg. No. 1152603. 9-1.

USED CHINCILLA CAGES, Florishim light for sale. Frigidair dishwasher \$85. Kenmore Shop vacuum cleaner \$40. Martin Anderson, 2214 Rene Ave., Sacramento, Ca. Ph. 925-5151. Reg. No. 0291349. 9-1.

FOR SALE: 10 FT-6 TROPICANA CABOVER CAMPER w/monomafic tol., heater, 4 mounted jacks, gd. cond. C. Gilstrap, P.O. Box 122, Goshen, Ca. 93227. Ph. 209/734-3846. Reg. No. 0585199. 10-1.

FOR SALE: 1962 MONTEREY MERCURY STA. WAGON. 352 motor. \$350 or trade for pickup equal value. Vox Portable organ \$350, Silverstone organ \$250. C. C. Pray, 974 Crockett Ave., Campbell, Ca. 95008. Reg. No. 0750366. 10-1.

1971 LAND ROVER FOR SALE. Short wheel base jeep, lo mileage like new, pow steering & brakes. \$3,795. Joe C. Haslouer, 209/931-0781. Reg. No. 0921408. 10-1.

FOR SALE: BALDWIN ORGA-SONIC ORGAN w/2 manuals, 13 pedals. Ex. cond. just tuned. \$850 cash. Call 408/269-2124. H. O. Mobley. Reg. No. 0683283. 10-1.

FOR SALE: TWO 1970 A.T.V. \$650 complete. \$375 no engine. Tote Gote \$115. B&S Starter generator \$20. 8 HP riding tractor, plow & cultivator \$400. C. Elkenbary, 14087 Arcadia Palms Dr., Saratoga, Ca. 408/867-3806. Reg. No. 0750268. 10-1.

FOR SALE: 50 X 100 FT. LOT AT CLEAR LAKE PARK, CA. at 6th St., bet. Bush & Oak. A. L. Gabriel, 1730 Almond Ave., Merced, Ca. 95340. Ph. 209/722-1891. Reg. No. 0714912. 10-1.

FOR SALE: 1/2 TO ONE TON ELECTRIC PICK UP HOIST 4 ft. swivel boom, \$250. Ideal for pickup. Joe Haslouer, 209/931-0781. Reg. No. 0921408. 10-1.

FOR SALE: TRAILER, ROAD RANGER, never used. 22 ft. self. cont. bath, 6 ft. refrig., 3 beds, orig. \$3,400. price \$2800. John Estes 4226 Strawberry Park, San Jose, Ca. 95128. Ph. 408/374-7366. 287-9945. Reg. No. 0947263. 10-1.

FOR SALE: ONE EVEREST JENNINGS WHEEL CHAIR and one commode. Used one month. C. Moutrey 760 Geary St. No. 505, San Francisco, Ca. 94109. Call 775-4974. Reg. No. 0373964. 10-1.

FOR SALE: 1965 KIT MOBILE HOME, Double expando, 2 BR, Cooler & 2 metal awnings \$3,600. See at 12520 W. Byron Rd. No. 4, Tracy, Ca. Call 916/985-4740. Reg. No. 1030467. 10-1.

FOR SALE: TILTING TABLE SAW, 2 hrs. motor, 220 power complete, attach blades, dldo, sander, grinder, gd. cond., cheap. Bob Sweeney, Ph. 867-3513 Riverdale, Ca. Reg. No. 0425039. 10-1.

JEOP FOR SALE: NEW MOTOR and tires, model CJ5-exc. cond. Factory custom metal cab, 415/589-8252, 1020 Crystal Springs, San Bruno, Ca. 94066. Reg. No. 0841471. 10-1.

FOR SALE: IN LAKE COUNTY, CALIF. 3-3/4 acre flat with yr. rd., creek, w/all util avail. \$7,000. Ph. 415/355-5086. Reg. No. 0488629. 10-1.

FOR SALE: LINCOLN 200 PORTABLE WELDER. Continental motor, less than 1200 hrs. \$900. Steam cleaner \$200, almost new. W. E. McLean, Livermore, Ca. 447-3350. Reg. No. 459138. 10-1.

FOR SALE: ONE OAK TABLE 4'3" x 2'6" w/4 chrs. \$145; one 1/4 HP motor 17 rpm 60 cycles 115 volts \$3.50. Tele. 415/OL 2-3275. Charles McKay, Reg. No. 0490983. 10-1.

1969 APACHE TRAVEL TRAILER FOR SALE: 25x7' 6. orig. \$4,400, will sell for \$3,100 (Blue Book now \$3,500.) Roy Elmer, 674 Bullion Road, Elko, Nevada. Phone 702/623-2641. Reg. No. 1440708. 10-1.

FOR SALE: TWO AND A HALF ACRES in Calif. Valley nr. Paso Robles. Unit No. 5, Lot No. 107. Priced to sell. H. L. Walker, 5747 Pearl Dr., Paradise, Ca. 95969. 916/877-4558. Reg. No. 181352. 10-1.

WANTED: SELF-CONTAINED MOTOR HOME 15 ft. or more, furn. or not. Herb Stone, 4139 Alpine Rd., Portola Valley, Ca. 94025. Call 415/851-0949 or 851-1111. Reg. No. 726830. 11-1.

FOR SALE: ONE D-6 CATERPILLAR series 5-R w/6S dower cable control, gd. cond. \$3,500. Call 415/376-3697. Reg. No. 1257021. 11-1.

FOR SALE: 15 ACRES PATENTED PLACER drift mining ground 1500' or more Indian Creek frontage. Mining reports avail. Coarse gold, high values in blk sand. Plumas City "Hardrock." Rt. 1, Box 10A, Greenville, Ca. 95947. Reg. No. 09696717. 11-1.

FOR SALE: 14 FT GLEN L BOAT, perfect cond, gd elect. start, 35 HP Johnson, HD battery, big wheel trailer, spare whl & tire, 8000. Phone 581-2482. K. B. Downing, 2537 Lessley Ave., Castro Valley, Ca. 94546. Reg. No. 0387121. 11-1.

FOR SALE: SPARTAN ROYAL MANSION TRAILER, 2 bdrm. 40 x 8 ft., can be moved w/out permit. For appt. 415/585-5002. Reg. No. 0454821. 10-1.

FOR SALE: OLD TIME PARTS FOR CARS & STEAM ENGINES. Lubricators & hand forged tools, rock collection, etc. W. Klob, 322 N. Vandorhurst, King City, Ca. 93930. Reg. No. 0310690. 10-1.

FOR SALE: BOX OPEN COMBINATION WRENCHES 3/8 drive, 1/2 in. drive socket sets, tote tray hand tools. R. Young, 210 Athol Ave., Oakland, Ca. 94608. Call 835-3584. Reg. No. 0408158. 10-1.

FOR SALE: 2 BEDROOM HOME, well, rumpus room, w/w carpet, garage, cellar, fruit trees, pasture w/well. \$3,000 dn. W. L. Davis. P. O. Box 74, Greenville, Ca. 96037. Reg. No. 1440332. 10-1.

FOR SALE: TEN ACRES UNDEVELOPED LAND nr New Hogan Reservoir, 7 or 8 view lots nr Valley Springs, Ca. Best offer. Ben Brooks. 38451 Timpanogas Circle, Fremont, Ca. 94536. Call 415/797-4749. Reg. No. 0421765. 10-1.

FOR SALE OR TRADE: ONE RT GALLON MOTOR GRADER, 1-14 ton tandem Gallon roller; 1 RT Huff loader; 1-4WD cherry picker, 10 wheeler; 1 old time nickelodian piano (works). Call Jared, 415/344-6541 after 5 PM. Reg. No. 1216125. 10-1.

FOR SALE: FURNITURE. Antique oak dresser w/mir. \$35. Round table & chrs \$25. Lg din. rm. table w/leaf & chrs. \$180 w/buffet. End tables, wash stand w/3 drawers \$25. Phone 916/273-5555. G. Booker, P.O. Box 454, Rough & Ready, Ca. 95975. Reg. No. 0448639. 10-1.

FOR SALE: 30 FT. CRUISER with or w/out select located berth. A classic Knease 30 ft., 8 Kn, head, galley, DS, new 50W SW radio, sleeps 4. \$3,500. 415/961-2909. Reg. No. 557446. 10-1.

LOGGING TRUCK FOR SALE: Fifth wheel and attach. PUC No. 1966 Diamond Rio, 335 eng. Jake brake, turbo, gd tires, 5.29 diff., 4+4 trans., alum. frame. Call 415/439-9056. Reg. No. 0413422. 11-1.

FOR SALE: TWO-STORY RENTED DUPLEX, income \$200, R7 lot owner carry papers, Fresno, Ca. \$20,000. Darrell Grimes, 2300 Pacific Ave., San Francisco, Ca. 94115 Phone 415/567-1306. Reg. No. 1128396. 11-1.

FOR SALE: 60 LONG WIDE FORD pickup bed, gd cond. \$165. V. R. McAlexander, 23 Harryette Dr., Salinas, Ca. Phone 408/424-5193. Reg. No. 0329-155. 11-1.

SELL OR TRADE TWO CEMETERY LOTS Oakmont Park, Lafayette, for two Sunset View or Rolling Hills, East Bay. William Miller, 13613 San Pablo Ave., San Pablo, Ca. Reg. No. 0383371. 11-1.

FOR SALE: TRUCK CRANE 10-TON LINKBELT, Stinger type, 45' boom, 15' jib, hyd., out-riggers. Cat-diesel-power w/boom dolly. Thomas Smith, 26337 Moeline Ave., Hayward, Ca. 94540. Phone 415/886-4027. Reg. No. 0729267. 11-1.

FOR SALE: TRAILER 19FT HOLIDAY home self cont 110 & 12 v. elec. & gas equipped heater, stove, dbl sink gas el. ref, hitch el. brakes & ex. sleeps 4. I. Jones, 5330 San Francisco Bl., Sacramento, Ca. 95820. Reg. No. 307308. 11-1.

FOR SALE OR TRADE: 28 FT HOUSE-BOAT twin fiberglass hull, 35 HP Evinrude (elec. start) sleeps 8. Self cont. \$3,000 or trade for 3/4t pickup. Red Mattox, 754 Marina Blvd., San Leandro, Ca. Call 415/357-7644. Reg. No. 1492867. 11-1.

FOR SALE: TWO CEMETERY LOTS "Pierces-Valhalla" \$500 cash. Lee F. Kirkman, Box 1264, Oroville, Ca. 95965. Phone 916/533-4025. Reg. No. 0301425. 11-1.

FOR SALE: TWO EUCLID BOTTOM DUMPS, Model 23TDT S/N2160 & 21423; Euclid Model 23 Scraper S/N 24086; Caterpillar Model DW20 Bottom Dump S/N21C16. R. Peattie, 93 Shelley Ave., Campbell, Ca. 95008. phone 408/377-1097. Reg. No. 1036914. 11-1.

FOR SALE: 1969 300 JOHN DEERE BACKHOE, 5 buckets, trailer, 1964 one-ton flatbed Chevy truck. Blue-baugh. 431 Star St., Oakley, Ca. 94561. Phone 625-2354. Reg. No. 0698465. 11-1.

FOR SALE: ONE-THIRD ACRE, 3BR, 2 Ba. hse w/firepl., w/w carpet, cent. ht., pool, spr. system, mult. unit zone, finished garage. \$35,000. Gillespie, 42349 Barbary St., Fremont, Ca. 94538. Call 415/657-5328. Reg. No. 1437858. 11-1.

FOR SALE: NICE VIEW LOT overlooks Bay nr Hayward State College. \$7,500 terms. Call 415/797-3187. Reg. No. 0313338. 11-1.

RULES FOR SUBMITTING ADS

● Any Operating Engineer may advertise in these columns without charge any PERSONAL PROPERTY he wishes to sell, swap or purchase. Ads will not be accepted for rentals, personal services or side-lines.

● PRINT OR TYPE the wording you want in your advertising on a separate sheet of paper, limiting yourself to 30 words or less, including your NAME, complete ADDRESS and REGISTER NUMBER.

● Allow for a time lapse of several weeks between the posting of letters and receipts of your ad by our readers.

● Please notify Engineers Swap Shop as soon as the property you have advertised is sold.

● Because the purpose should be served within the period, ads henceforth will be dropped from the newspaper after three months.

● Address all ads to: Engineers Swap Shop, AL CLEM, Editor, 474 Valencia Street, San Francisco, California 94103. Be sure to include your register number. No ad will be published without this information.

Respecting Picket Line —Reinstated; Back Pay

In a landmark decision favorable to American Labor, the U. S. Supreme Court November 7 ruled unanimously that employees may not be fired for failure to cross picket lines.

Thus, the effect was that an employer cannot fire a worker solely for taking part in a strike.

The highest court ruled that four men who had been fired from International Van Lines in Santa Maria, California, were to be reinstated with five years' back pay.

It was a decision making a distinction between workers who strike for economic reasons and those who walk out in protest of what they believe are unfair labor practices.

The case involved four workers—Robert and Manuel Vasquez, Richard Dicus and Salvador Castillas, who after they were employed by the moving company signed up with a Teamsters Union. After failing to reach a work agreement, the union called a strike and set up picket lines on October 4, 1967. When the four new employees refused to cross picket lines, the company informed them of their dismissals by telegram.

Later the four employees appealed to the National Labor Relations Board which ruled their reinstatement with back pay. An U. S. Appeals Board upheld the decision, ruling that the workers were not protesting an unfair labor practice but the economic issues of union organization.

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1973 MEETINGS SCHEDULE

1973 SCHEDULE OF SEMI-ANNUAL
DISTRICT & SUB-DISTRICT MEETINGS

SEMI-ANNUAL MEETINGS

The next Semi-Annual Meeting will be held on Sat., January 6, 1973 at 1 p.m., at the Masonic Auditorium, 1111 California Street, bet. Taylor & Jones Streets, San Francisco. Location of the July 14th meeting will be announced.

DISTRICT & SUB-DISTRICT MEETINGS

JANUARY

16 Eureka, Tues., 8 p.m.
17 Redding, Wed., 8 p.m.
18 Oroville, Thurs., 8 p.m.
24 Honolulu, Wed., 7 p.m.
25 Hilo, Thurs., 7:30 p.m.
31 San Francisco, Wed., 8 p.m.

FEBRUARY

6 Stockton, Tues., 8 p.m.
15 Oakland, Thurs., 8 p.m.
20 Fresno, Tues., 8 p.m.
27 Sacramento, Tues., 8 p.m.

MARCH

9 Salt Lake City, Fri., 8 p.m.
10 Reno, Sat., 8 p.m.
15 Ukiah, Thurs., 8 p.m.
22 San Jose, Thurs., 8 p.m.

APRIL

3 Eureka, Tues., 8 p.m.
4 Redding, Wed., 8 p.m.
5 Marysville, Thurs., 8 p.m.
11 Honolulu, Wed., 7 p.m.
12 Hilo, Thurs., 7:30 p.m.
25 San Francisco, Wed., 8 p.m.

MAY

1 Sacramento, Tues., 8 p.m.
8 Stockton, Tues., 8 p.m.
17 Oakland, Thurs., 8 p.m.
24 Watsonville, Thurs., 8 p.m.

JUNE

1 Provo, Fri., 8 p.m.
2 Reno, Sat., 8 p.m.
7 Santa Rosa, Thurs., 8 p.m.
12 Fresno, Tues., 8 p.m.

JULY

17 Eureka, Tues., 8 p.m.
18 Redding, Wed., 8 p.m.
19 Oroville, Thurs., 8 p.m.
25 Honolulu, Wed., 7 p.m.
26 Hilo, Thurs., 7:30 p.m.

AUGUST

1 San Francisco, Wed., 8 p.m.
7 Sacramento, Tues., 8 p.m.
16 Oakland, Thurs., 8 p.m.
21 Stockton, Tues., 8 p.m.
23 San Jose, Thurs., 8 p.m.
28 Fresno, Tues., 8 p.m.

SEPTEMBER

6 Ukiah, Thurs., 8 p.m.
14 Salt Lake City, Fri., 8 p.m.
15 Reno, Sat., 8 p.m.

OCTOBER

2 Eureka, Tues., 8 p.m.
3 Redding, Wed., 8 p.m.
4 Marysville, Thurs., 8 p.m.
10 Honolulu, Wed., 7 p.m.
11 Hilo, Thurs., 7:30 p.m.
24 San Francisco, Wed., 8 p.m.

NOVEMBER

6 Stockton, Tues., 8 p.m.
8 Oakland, Thurs., 8 p.m.
15 Watsonville, Thurs., 8 p.m.
20 Fresno, Tues., 8 p.m.
27 Sacramento, Tues., 8 p.m.
30 Ogden, Fri., 8 p.m.

DECEMBER

1 Reno, Sat., 8 p.m.
6 Santa Rosa, Thurs., 8 p.m.

DISTRICT AND SUB-DISTRICT MEETING PLACES

San Francisco, Engineers Bldg., 474 Valencia St.
Eureka, Engineers Bldg., 2806 Broadway.
Redding, Engineers Bldg., 100 Lake Blvd.
Oroville, Prospectors Village, Oroville Dam Blvd.
Honolulu, Washington School (Cafetorium), 1633 S. King St.
Hilo, Kapiolani School, 966 Kilauea Ave.
San Jose, Labor Temple, 2102 Almaden Rd.
Stockton, Engineers Bldg., 2626 N. California.
Oakland, Labor Temple, 23rd & Valdez.
Sacramento, CEL&T Bldg., 2525 Stockton Blvd.
Fresno, Engineers Bldg., 3121 E. Olive St.
Ukiah, Labor Temple, State Street.
Salt Lake City, 1958 W. No. Temple.
Reno, 124 West Taylor.
Marysville, Elks Hall, 920-D Street.
Watsonville, Veterans Memorial Bldg., 215 Third.
Santa Rosa, 3900 Mayette.
Provo, Eldred Center, 270 West 500 North.
Ogden, Teamsters Hall, 2538 Washington Blvd.

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Time
Running
Out!1972 SCHEDULE OF DISTRICT
& SUB-DISTRICT MEETINGS

NOVEMBER

1 San Francisco, Wed., 8 p.m.
2 Watsonville, Thurs., 8 p.m.
9 Oakland, Thurs., 8 p.m.
14 Stockton, Tues., 8 p.m.
21 Fresno, Tues., 8 p.m.
28 Sacramento, Tues., 8 p.m.

DECEMBER

1 Ogden, Fri., 8 p.m.
2 Reno, Sat., 8 p.m.
7 Santa Rosa, Thurs., 8 p.m.

Business Offices and
Agents Phone Listing

DISTRICT 01—SAN FRANCISCO

Dispatch Office:
470 Valencia Street 94103
A. J. "Buck" Hope, Dist. Rep. (Area 415) 431-5744
Don Luba 592-1182
Bill Parker 359-1680
Fran Walker, Trustee 338-9357
Walter Norris 447-5108

DISTRICT 02—SAN RAFAEL

76 Belvedere Street 94901
(Area 415) 454-3555
Al Hansen 479-6874

DISTRICT 03—SAN MATEO

1527 South "B" 94402 (Area 415) 845-8237
Bill Raney 368-5690
Dick Bell 359-6887

DISTRICT 04—VALLEJO

404 Nebraska Street 94590
(Area 707) 644-2667
Aaron S. Smith 643-2972

DISTRICT 20—OAKLAND

1444 Webster Street 94612
(Area 415) 893-2120
Bill Relford, Dist. Rep. 451-2103
Guy Jones 525-5055
Herman Eppler 278-7966
Ray Morgan 444-1486
John Norris 825-4877
Ernie Louis 828-7399
Ron Butler 686-0653
John Rodgers 465-9290

DISTRICT 30—STOCKTON

2626 N. California 95204
(Area 209) 464-7687
Walter Talbot, Dist. Rep. 477-3210
Al McNamara 464-0700
Elvin Balatti 949-1743

DISTRICT 31—MODESTO

401 H Street 95354 (Area 209) 522-0833
Bob Sheffield 522-2353

DISTRICT 40—EUREKA

2806 Broadway 95901 (Area 707) 443-7328
Ray Cooper, Dist. Rep. 443-1814
Eugene Lake 443-5843

DISTRICT 50—FRESNO

3121 East Olive 95702 (Area 209) 485-0611
Claude Odum, Dist. Rep. 439-4052
Bob Merriott 734-8690
Harold Smith 222-8333
Randall Chase 486-2681

DISTRICT 60—MARYSVILLE

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Harold Huston, Dist. Rep. 743-1728
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Alex Cellini 742-4395
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DISTRICT 70—REDDING

100 Lake Blvd. 96001 (Area 916) 241-0128
Ken Green, Dist. Rep. 347-4097
Robert Havenhill 241-3768

DISTRICT 80—SACRAMENTO

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(Area 916) 885-5486
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Al Dalton 622-7078
Al Swan 487-5491
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Jack Curtis 476-3824
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Bob Fleckenstein 449-0028

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Robert Waggon 539-2821

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Dale Beach, Dist. Rep. 882-6643
Lenny Fagg 635-2737
Ian Crinklaw 967-3463
Paul Wise 882-3457

UTAH

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Tom Bills, Dist. Rep. 255-6515
Wayne Lassiter 487-2457

DISTRICT 13—PROVO

125 E. 306 South 84601
(Area 801) 373-8227
Lake Austin 374-0851
George Morgan 886-6081

DISTRICT 14—OGDEN

520 26th Street 84401
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Rex Dougherty 621-1169

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(Area 808) 949-0084
Harold Lewis, Dist. Rep. 395-5013
Wilfred Brown 455-9466
Wallace Leon 941-3456
Gordon McDonald 468-9876
Bert Nakano (Hilo) 968-6141
Valentine K. Wessel (Hilo) 935-6187

DISTRICT 06—GUAM

William Flores 749-2400
Mike Pope 746-4586
Virgilio Delin 746-4586
Tom Zink 746-6016
P. O. Box E-J 96910 749-6064
Eustaquio Punzalan 749-9064

Credit Union Notes

Vacation Pay Adds Millions To
Credit Union Share AccountsBy JAMES "RED" IVY
Credit Union Treasurer

The November payout of California and Utah Vacation/Holiday Pay placed more than 4 million dollars in Credit Union Member share accounts. This increase in share deposits put the Credit Union over the 14 million dollar mark in total assets.

Over 80% of the eligible Operating Engineers participating in this latest distribution of Vacation/Holiday Pay had their money deposited in their Credit Union share account. Considering the present adverse employment opportunities due to the early winter, further aggravated by the numerous projects stalled by the ecologist movement and other outside influences, we feel this high a percentage of Members being able to save their Vacation/Holiday pay is remarkable.

We are not so optimistic or so naive as to think all of this money will be left in the Credit Union indefinitely. Past experience indicates that before work opens up in the Spring, we will be faced with substantial requests for withdrawals as Members have to call on their reserves to carry them through the winter.

The above remark notwithstanding, the record does indicate that a good percentage of the Members will be able to retain at least part of the funds accumulated through the Vacation/Holiday Pay Plan. In the less than 5½ years that Members have had the option of having their Vacation/Holiday Pay transferred to their Credit Union share account, the Credit Union has grown in round figures, from a Membership of 4,000 and assets of \$600,000 to the peak reached on November 30, 1972 of 19,000 Members and 14 million dollars in assets.

We do not feel we can overstress the importance of a Member giving consideration to the idea of borrowing against his shares rather than withdrawing them. We will give you a little arithmetic below to show you why we feel this way.

For an example, we will take a Member with \$2,000 in his share account. If he takes the money out and spends it, it's gone. He may intend to put it back, but chances are he never will.

On the other hand, if he leaves his \$2,000 in the Credit Union and borrows \$2,000 using his shares as security, the moment he took out the loan, he increased the value of his estate as follows:

*Loan paid off in case of death	\$2,000
His money still in his share account	\$2,000
*Life savings insurance equal to his shares	\$2,000

Total value of his account to his estate	\$6,000
The loan repaid in 36 months would cost him:	
36 months at \$63.60 (A.P.R. 9%)	\$2,289.60
Less principal amount	\$2,000.00

Cost to borrow \$2,000 for 36 months \$ 289.60
In the meantime, his share account with dividends would have grown as follows:

NEW BALANCE		DIVIDEND	
		SHARES ON DEPOSIT	
1st year	\$2,000.00	plus \$ 90.00	\$2,090.00
2nd year	\$2,090.00	plus \$ 94.05	\$2,184.05
3rd year	\$2,184.05	plus \$ 98.28	\$2,282.33

TOTAL DIVIDENDS	\$282.33
This Member now has shares of	\$2,282.33
*Life insurance (equal to the	
1st \$2,000 of his shares)	\$2,000.00

TOTAL Insurance and shares	
after loan is repaid	\$4,282.33

TOTAL OUT OF POCKET COST OF LOAN \$ 7.27
*This insurance is provided by your Credit Union subject to liberal physical requirements and age limitations in our contract with the insurance carrier.

Loans—For Any Good Purpose

The example given above of a Member using his shares as security for a loan may leave the impression that share loans are the only loans we make. This, of course, is not true.

The Credit Union will consider any loan to an eligible borrower within the legal limits of the laws governing the operations of Credit Unions. Under the laws in effect at the present time, we can make unsecured (signature) loans in

See MORE CREDIT UNION Page 15