

Re-Run Election Begins As Ballots Go Out

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ENGINEERS NEWS

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



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NOVEMBER, 1973



ELECTION COMMITTEE MEMBERS watch as Jeff Ferries of Price Waterhouse and Co. unlocks the door to the mail room where ballots were stored prior to mailing (left photo). From left are G. D. McDonald, Ferries, Lester Hodge, D. O. Hawkins, Tom Eaton, Floyd Webb and H.



L. Spence. In right photo committeemen watch as a mailman lifts ballots for transfer to waiting mail truck. From left are Spence, Hodge, Webb, McDonald, Hawkins and John Jordan of the United States Department of Labor.

Med-Arb

Synthesis Aids In Settlement Of Disputes

Two existing processes for the solving of labor-management disputes have recently been combined into a tool which is receiving much attention by people whose business it is to see that employers and employees remain happy with each other.

The tool is called Med-Arb and its most articulate spokesman is Sam Kagel, nationally recognized arbitrator, ex-labor attorney and partner in a San Francisco law firm.

Although often referred to as the originator of Med-Arb, Kagel insists that this is untrue, and that the process has been used for years.

"I may have given it a name but I didn't originate it," he said.

The Med-Arb process is, as its name implies, a combination of mediation and arbitration. Kagel likes to think of the process as a kind of last resort, when negotiation and orthodox mediation have failed.

Basically Med-Arb consists of the selection of a Med-Arbiter who is mutually acceptable to both labor and management. As soon as the Med-Arb process is agreed to the rights of strike and lockout are given up.

According to Kagel, the strength of the Med-Arbiter lies in the fact that he has the legally enforceable authority of an arbitrator. If a complete settlement cannot be reached through mediation, he has the power to decide the remaining issues himself.

"This gives the Med-Arbiter muscle which is not available to him if he acts solely as a mediator," Kagel said. "It places the Med-Arbiter in a position where he does far more than transmit messages between labor and management. He, in effect, becomes a party to the negotiations in the sense that, while negotiating, each of the contending parties must necessarily seek to convince him that their position is reasonable and acceptable. In so doing, the parties no longer maintain the arm's length attitude normally assumed in ortho-

dox mediation nor the semilegal stance assumed in an arbitration."

According to Kagel, the mediation phase of the Med-Arb process is usually highly successful because the parties often settle most disagreements rather than leave the decision to the Med-Arbiter.

Gene Barry, a commissioner of the Federal Mediation and Conciliation Service, said that the fact the Med-Arbiter must be mutually acceptable to both parties also makes him more effective in the role of mediator.

According to Kagel, the biggest problem is to get both parties to be totally candid with respect to desires, expectations, etc.

"Everyone always wants to keep something in reserve," he said. "They always want to protect their flanks."

One of the most important aspects of Med-Arb is that it avoids costly strikes or lockouts and the ensuing litigation. Once Med-Arb begins the strike or lockout, if it has already started, ends. If the strike or lockout has not begun when Med-Arb is agreed to, it cannot start since the right to do so is forfeited.

Obviously a crucial aspect of the Med-Arb process is the selection of the Med-Arbiter. Kagel said that a common mistake is selecting someone for his apparent bias or lack of bias, rather

than for his knowledge of the subject.

"The kind of a guy you need for Med-Arb is usually a guy who has had plenty of experience in labor relations," he said.

According to Kagel, potential Med-Arbiter may often be found close to the dispute, in both labor and management.

"What is required is for the parties to open their minds and use the experts around them," he said. "I've yet to find a guy who is dishonest when he is given that kind of responsibility."

Kagel said that more widespread use of Med-Arb would be a great help to the Federal Mediation and Conciliation Service since management and labor would be more inclined to submit to mediation if they realized that the alternative was Med-Arb.

Commissioner Barry said that he is impressed with the success of Med-Arb.

"When you actually see the process first hand you're more impressed with it because you get to know it better," he said.

Med-Arb has been successful in solving difficult labor-management problems in the past. In 1970, the agreements of the California Nurses' Association expired with three groups of hospitals. Four thousand nurses and 33 hospitals were involved in this case. After both parties

See MORE MED-ARB, Page 3

★ ★ ★

Ballots for the re-run of the 1972 election of officers have been mailed to over 35,000 operating engineers and brothers will spend the two weeks between November 12 and 26 voting for the candidates of their choice.

The election re-run was brought about by allegations of discrepancies in the conduct of the 1972 election. Although Local 3 and the International Union felt that there had been no wrongful acts committed, a re-run was decided upon in order to avoid time-consuming and costly court litigation.

Ballots for the re-run election were mailed Monday, November 12 by Price Waterhouse and Co., a national accounting firm. Price Waterhouse will also count the ballots on November 26.

Any member who does not receive his ballot by November 16 should contact Price Waterhouse immediately. The firm's address may be found in a box on page 8 of this issue of Engineers News.

The counting of the ballots will occur shortly after the post office box where the ballots were sent is opened for the first and last time. This will be done on November 26 at 10 a.m.

Shortly after the post office box is opened the ballots will be taken to the California Hall, 625 Polk St., San Francisco, where they will be counted in one large room.

Before the actual counting, each ballot envelope will be checked against an eligibility list to assure that only valid ballots are counted. Then the outside envelope with the member's name and the inside envelope containing the ballot will be separated to insure the secrecy of each member's vote.

Each candidate will be allowed to observe the counting procedure or to designate another person to act as his observer. In order to act as an observer, however, a person will be required to have written authorization over the candidate's signature.

Strict security regulations will also be enforced at the counting. Each candidate, observer and election worker will bear a badge during the procedure and must check in and out at a desk operated by the Election Committee. No bags, briefcases, boxes or bundles of any type will be permitted to be brought past the check-in desk by any candidate or observer.

The counting of ballots will be done by machine and Price Waterhouse will certify the winners in writing to the Election Committee. This will probably be done on November 27.

Installation of officers will take place not later than December 15 at a specially called meeting in District 1.

ELECTION NOTICE

If you have any questions regarding your local union election ballot for officers and district executive board members, please contact the following:

Price Waterhouse & Co.
555 California Street
San Francisco, Ca 94104
Phone:

Area Code 415/392-1032
Ask for: Jan Spinale

Faternally Yours,
Tom Eaton, Secretary
Election Committee,
Operating Engineers
Local Union No. 3

ELECTION MATERIAL

Official information governing the upcoming election of officers of Operating Engineers Local Union No. 3 may be found on pages 9 and 10 of this issue of Engineers News. Sample ballots, extracts of pertinent bylaws and other material have been placed on these pages for your convenience. Please read rules governing the election carefully. It is the hope of your officers that you will make every effort to participate in this vital election year.



*Collectively
Speaking
with Al Clem*

Brother Engineers and your families, this will be the last time I will be speaking to you through the column known as **Collectively Speaking**. After having served you in excess of thirty-three years, I want to thank all of you for the cooperation that you have given me in building this organization to the largest and best respected local Labor Union in the world.

I have seen this organization grow from its Charter as Local 3 in 1938 from 1,200 members to its present membership of more than 35,000. This accomplishment has been brought about by many men and with the cooperation of the membership working at the trades. Since it has been my privilege to serve you as the business manager for more than thirteen years, I have done my best to build upon the foundation which was made for us by our forefathers, always keeping in mind that the very foundation of our organization was the word "democracy." That means a great deal to us and I am sure that each and every one of you would do your utmost to see that our by-laws are lived up to as they were intended to be when written. Many long hours were put into writing the by-laws and setting safeguards to ensure that democracy in our organization would be protected.

I sincerely hope the new officers you elect this month will carry on in the fine tradition and dedication that is needed to keep your Union strong and progressive. If they do this, then all of the membership will benefit and we will remain in the forefront of true democratic unionism. I have every confidence that the new slate of officers the membership elects will carry out this important labor mission.

In my capacity as chief executive officer of your Union over the past thirteen years I have always tried to make those decisions that best benefited all the membership. We have been prudent and have carefully assessed long-term progress against short-time gains. As a result, we have made tremendous gains in wages, health and welfare, pensions, safety and our credit union. I would hope that any new slate of officers would carefully consider following the methods that have made such progress possible.

I say to you that there is no indispensable man. That goes for me also. I feel that I have an obligation to myself and my family and there will be other people who are equally as well qualified to head this organization as I am.

When we talk about our Union, we are talking about our very existence. I can say to you that our Union, as I step down from this office, is in excellent financial condition. This has been brought about by frugal money management. We do not have to apologize to anyone for our wages and fringe benefits, as they are as good, if not better, than most any local union of engineers in this great country of ours.

I am proud of our great accomplishments. Accomplishments that could only have been made with the help of you, the membership. I can only pray that the future will bring equal progress and that you will give your very best to those elected to serve in the stewardship of our fine Local Union.

So, my Brother Engineers, in conclusion, I would like to thank each and every one of you for your support over the years and would ask that you give the same help and support to the newly elected slate of candidates. Keep up your interest in your Union and your Union will always serve you better. We would hope that once this election is behind us, we can all pull together in a constructive manner, for

See More COLLECTIVELY SPEAKING, Column 4

As announced in the September edition of the Engineers News, a hearing was held on October 15, 1973, regarding the approval of the settlement of the law suit in which the Operating Engineers had alleged that certain manufacturers and distributors had intentionally mis-marked various self-propelled boom type lifting devices. As also stated there were certain problems of proof, and the settlement reached was that, after attorney's fees and costs a net of \$15,000 was to go into the Union's General Welfare Fund. There were no objections raised by any of the members and the Court found that the settlement was fair, reasonable and adequate. The Court ordered that the settlement be approved and the action dismissed.

We Get Letters

Dear Sir:

This is to thank you and the members of Local 3 for the splendid response I received for the distress call I sent you when my accident occurred. Specially to the instructor from Murieta Center, Sacramento, for his long distance offer of blood replacement and other members who wrote or called.

I now have my artificial arm, am on the mend and am at home.

Really was amazed at response, being so far away, by former fellow workers and union friends. Truly, members of Local 3 read their union paper, are dedicated, loyal and responsive; they act right now.

Again thank you. Good health to each and all.

Fraternalty yours,
L. G. Swenor

Dear Sir:

I deeply appreciate the wonderful memory of Paul that you have sent me—the Holy Bible. No words can express my thanks to all of you.

Local No. 3 was very good in helping me through his illness. Thanks again.

Sincerely yours,
Mrs. Paul Munoz
San Francisco, Ca.

Dear Sir:

We wish to thank the Operating Engineers for the lovely bible. It will be cherished always.

Don was very proud of being an Operating Engineer. His pension and fringe benefits helped make his retirement a happy one. Thank you so much.

Yours sincerely,
Mrs. Don C. Johnson
and family
Oroville, Calif.

The Executive Board last month approved honorary memberships for the following members who have 35 continuous years of membership in Local 3: Charles W. Lloyd, initiated in October 1938 by Local No. 65 and Ken Vernon, initiated in October 1938 by Local 354.

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World of Work

Apprenticeship Programs Make Success a Reality

By PETER J. BRENNAN
Secretary of Labor

E.S. of Dayton, Ohio, writes: I've seen announcements in local newspapers about apprenticeship and Apprenticeship Outreach. What is the difference?

Dear E.S.: Pride in work and quality products go hand-in-hand, and there is no better way to achieve this quality and pride than through the exacting training provided by apprenticeship. Apprenticeship offers ambitious young men or women a tried and true way to gain a skill. A person in apprenticeship is trained for a specific trade, such as carpentry or bricklaying. The apprentice receives on-the-job and classroom training for a period of up to five years and is certified as a fully-qualified craftsman. In most cases a young man or woman (let me stress woman, for the program is open to all people) wanting to enter registered apprenticeship must pass a qualifying test. Many youngsters with poor education backgrounds have difficulty passing these tests. As a result, the Apprenticeship Outreach program was developed by the U.S. Department of Labor. Young people recruited for this program are given a cram course lasting from four to ten weeks. During this time they are tutored in subjects such as English and math: those in which remedial work is necessary in order to pass the test. The Outreach program has helped nearly 23,000 disadvantaged youths enter apprenticeships in the past six years. By 1973, minorities represented more than 14 per cent of all registered apprentices.

S.R. Canton, Ohio, writes: I understand that financial aid is

available under Federal law to those people who lose their jobs because of natural disasters such as floods or hurricanes. Can you tell me how this works?

Dear S.R.: The program to which you refer, is called Disaster Unemployment Assistance (DUA). When the President designates a disaster area, the Governor of the affected state announces the period for filing applications for unemployment benefits. These benefits are equal to what is paid as regular unemployment compensation in that state. Applications must be filed at local Unemployment Insurance Offices (UI) within 30 days of the date on which the Governor's announcement is made. Individuals are eligible if they live or work (or were scheduled to work) in the disaster area at the time of the disaster and (1) no longer have a job or place to work, (2) cannot reach their place of work, and (3) cannot perform work due to damage to the place of work. Funds for this program are provided by the U.S. Office of Emergency Preparedness and are disbursed through the Federal-State employment insurance system.

Editor's note: If you have a question regarding job training and placement, labor-management relations, job health and safety, equal employment opportunity, wages and hours, employment and unemployment, prices and earnings and other matters involving the U. S. Department of Labor, send it to:

Peter J. Brennan, Secretary of Labor, "World of Work," U.S. Department of Labor, Washington, D.C. 20210.

More Collectively Speaking

(Continued from Column 2)

only by working together for the same goals and accomplishments can we gain the bright promise of a better tomorrow for all our Brother Members.

As this will be the last issue of the ENGINEERS NEWS that I will be writing, on behalf of my wife and myself, I would like to take this opportunity to extend to each of you and your loved ones an enjoyable Thanksgiving Day, and a happy Christmas, and a joyous New Year. May God bless each and every one of you.



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OSHA Implementation Workshops Over

Mike Womack, Special Representative for Technical Engineers, has concluded the round of meetings with representation of Technical Engineers as announced in the October Engineers News.

These special meetings were called as a first step in the implementation of the new OSHA and State Safety Law written specifically for the safety of workmen.

The meetings were not general membership meetings, but took the form of workshops with input from a cross section of Local No. 3 Technical Engineers, their employers, attorneys and staff from the training program. It was quickly developed by the committee that these new laws are going to markedly affect the work style of every survey crew.

Many habits and methods must be altered, a tremendous educational process must take place, concerning both the employer and employee. Many months are going to pass before the full impact of the law is realized at the Technical Engineers job site.

An indication of the magnitude of the problem is the simple mandate to have a trained first aid person wherever workmen are not in close proximity to adequate medical facilities. If we think about many of the work locations of Technical Engineers during the previous year, it becomes immediately apparent that as a practical matter, virtually every survey crew must have at least one person with first aid training.

This one item alone, the training of several hundred members

from all over Northern California is a large order and that is only one item. The law goes on and on.

Dale Marr, Safety Director of Local Union No. 3, has assigned a representative full time to the momentous task of coordinating the diversified efforts involved in the implementation process. Individual employer, individual employee, state law, federal law, employer philosophy, employee preference, human frailties, all are real and must be dealt with in a practical manner.

The safety law was written specifically for the working man and, in this particular case, the working man, the surveyor, has reacted in the true tradition of unionism. Those members who were asked didn't just come to a meeting, they participated full bore, right to the heart of the matter in the best tradition of Technical Engineer unionists. They came on short notice, on their own time and represented their brother technical engineers well. As this project develops, more and more members are going to be asked to give of a bit of their time to this important project.

The law was written for the best purpose of the employee, it is now the job of the employee to make it work.

The following Labor and Management representation made up the workshop sessions:

OAKLAND MEETING

Mike Womack, Special Representative for Technical Engineers.

Ralph Hoyt, Executive Secre-

tary, Bay Counties Assn. & Northern Counties Assn.

A. A. Pennebaker, NSCJAC.
"Herb" Norman, Theron Irving, John Lopez, Bob Floyd, Paul Schissler, Gene Schaufler, Jack Horan.

Larry Bryant, Wayne K. Patch, John Lait, Jack J. Simmons, Jim Cullison, Ed James, Dick Randles, Randy Reiter.

SACRAMENTO MEETING

Mike Womack, Special Representative for Technical Engineers.

Ralph Hoyt, Executive Secretary, Bay Counties Assn. & Northern Counties Assn.

A. A. Pennebaker, NSCJAC.
Jack Short, Special Safety Representative.

Lee Smith, Ray Halvorson, Joe Sanders, Dave Liden, Syd Stinchfield, Everett Hubbard, Jesse Wood, David Driscoll.

SAN JOSE MEETING

Mike Womack, Special Representative for Technical Engineers.

Boyd Burnison, Bay Counties Assn. & Northern Counties Assn.

A. A. Pennebaker, NSCJAC.
Judd Hall, Howard Curry, John Toney, Dennis Dillon, Dave DeBoer, Jack Kuzia, Henry Reynaud, Ken Hankins.

The U.S. Labor Department maintains copies of all reports filed under the Labor-Management Reporting and Disclosure Act. These reports are public information.

Labor Dept. Censured for Bias In Landrum-Griffin Application

Bal Harbour, Fla.—The AFL-CIO convention censured the Labor Dept. for harrasing unions through unfair application of the Landrum-Griffin Act.

A convention resolution charged that the biased implementation of the act attacks the internal democratic process of unions without due reason.

It said that the Labor Dept.'s hostile attitude comes from overly technical and restrictive interpretation of the act. Similar interpretation of the Executive Order for Federal Employee Labor Relations has emasculated the entire concept of the executive order, the convention stressed.

The resolution called on the Secretary of Labor to re-examine current administration and interpretation of the act and the executive order so they can be realistically implemented.

Congress adopted the Landrum-Griffin Act in 1959 with the intention of achieving a delicate balance in the relations between unions and their members, the resolution pointed out. It was set up to insure union members their rights without interfering with the administration of internal union affairs.

The legislation was also intended to insure that the internal self-government of unions be preserved and encouraged, the resolution said.

It noted that the law provides for members to make full use of internal remedies on complaints involving elections and that the Labor Dept. was not to file legal

action until the internal remedies were totally exhausted.

The Secretary of Labor ignored the act's fundamental principle of guaranteeing full play to the self-government process, the convention resolution said. A Supreme Court decision subsequently ruled that he was acting in clear excess of statutory authority.

In recent years, the resolution pointed out, the Labor Dept. has shown a dangerous and undemocratic trend in the administration of the act and "apparently no longer seeks to preserve the once delicate balance."

It said the "inflexible and restrictive interpretation of the statute has resulted in the Secretary's attacking certain election procedures" that had been approved by the Labor Dept. in earlier years.

Because the Labor Dept. disregarded the legislative intent of the act, which resulted in the attacks on democratic union processes, the convention noted that "many long-established union practices have had to be vindicated in the courtroom."

Federation affiliates have spent large sums of money defending their practices and fighting improper government attempts to expand coverage of the act, the convention observed.

The trade union movement does not seek a nonfunctioning Labor Dept., the resolution stated, but it stressed: "We believe in the rights of union members and in the rights of unions to administer their affairs without undue interference."

OSHA Reorganized

The U.S. Department of Labor's Occupational Safety and Health Administration (OSHA) is being reorganized to meet its program objectives more effectively.

OSHA administers the Williams-Steiger Occupational Safety and Health Act, which covers some 60 million workers in over 5 million workplaces.

John H. Stender, assistant secretary of labor for occupational safety and health, said three new positions of associate assistant secretary have been established.

The new positions and their activities are:

Associate Assistant Secretary, National Programs—standards, Federal Agency programs, training and education.

Associate Assistant Secretary, Regional Programs—State programs, compliance, performance and evaluation, and OSHA's 10 regional offices across the country.

Associate Assistant Secretary, Administrative Programs—

management services, data processing, review and analysis.

Stender said the organizational changes will meet several program objectives such as:

—Focus management responsibility into three major areas rather than a multitude of smaller ones;

—Provide for a more responsive coordination of OSHA field programs;

—Place greater emphasis on the development of safety and health standards; and

—Establish a more coordinated administrative support program.

Stender also named Howard J. Schulte to serve as Acting Deputy Assistant Secretary. Schulte was formerly Assistant Regional Director for OSHA in Denver, where he headed the six-state region of Colorado, Utah, Wyoming, Montana and North and South Dakota for OSHA. He has been with the Labor Department since 1963. Prior to joining OSHA at its inception in 1971, he was Regional Director, Bureau of Labor Standards, in Kansas City.

Chain Robbins, formerly Deputy Assistant Secretary, was recently named by Stender as his Special Assistant for Occupational Health and senior adviser.

Stender who praised "the high level of competence and dedication of OSHA employees," said the organizational changes would permit OSHA to more effectively reach its varied and difficult objectives.

BOND ISSUE COULD BRING \$2 BILLION CONSTRUCTION

Two billion dollars in local, state and federal funds would be available for construction of California water treatment facilities if a bond issue on the June 4, 1974 California ballot passes.

The bond issue is a direct result of Assembly Bill 161, sponsored by Assemblyman Leo T. McCarthy, chairman of the Assembly Labor Relations Committee.

McCarthy's bill, also known as

More Med-Arb

(Continued from Page 1)

agreed to Med-Arb all but one of 89 issues were solved through mediation.

In 1972 the Pacific Coast longshore strike ended leaving 13 issues left over for Med-Arb. All 13 issues were settled in two day-long sessions.

But perhaps the most impressive instance of Med-Arb's effectiveness was in a recent dispute between restaurants and bartenders in Oakland, Calif. The 40 disputed issues were settled in a one-day session without the need of an arbitrator's decision.

The National Urban League has been awarded a \$3.5 million U.S. Manpower Administration contract to prepare 2,130 minority workers in 42 cities for apprenticeship or full journeyman status in construction unions.

the Clean Water Bond Law of 1974, calls for a state bonded indebtedness of \$250 million. But under Federal law and State Water Resources Control Board policy, local government would contribute another \$250 million and the Federal Government would contribute \$1.5 billion.

The bond issue, if passed, would actually allow a continuation of the wastewater treatment program begun with the Clean Water Bond Act of 1970. According to Evan Nossoff, information officer for the State Water Resources Control Board, funds from the 1970 act will run out sometime late in 1974.

In terms of jobs, the bill would not only create much work for operating engineers but would create about 3000 positions for treatment plant operators.

In Local 3's jurisdiction alone the Board has outlined almost \$3 billion in "needs." These needs were determined through a careful study, according to Nossoff.

"We ran a survey to determine how much is needed to bring California up to the new Federal guidelines or up to more stringent treatment capabilities if necessary to protect water quality," he said.

The needs, to be financed by the 1974 bond and the remainder of funds raised through the 1970 bond, include \$141 million in north coastal California, \$2.2 billion in the Bay Area, \$617 million in the Central Valley and \$37 million in the Tahoe area.

Williams-Steiger Act Changes Bargaining

In a little more than two years, the Williams-Steiger Occupational Safety and Health Act has produced a major change in collective bargaining over workplace safety, a survey of 20 international union shows.

Assistant Secretary of Labor John H. Stender reported on the survey, made by the staff of the Labor Department's Occupational Safety and Health Administration (OSHA).

Stender said there was complete agreement that safety and health issues are being treated more promptly and positively between labor and management as a result of the federal law.

Recent contract settlements in the oil and auto industries—as well as other major contracts—have focused on safety, Stender added.

He said the survey of the 20 unions, representing employees in construction, manufacturing, transportation, and utilities, showed a major impact by the Act in less-publicized negotiations, as well as on grievance settlements in day-to-day labor-management contracts.

In addition to the 20 international unions, the AFL-CIO's Industrial Union Department was included in the survey. The IUD represents 56 unions with six million members.

A male New York teacher has won the right to unpaid leave of absence for care of a young child.

Correction

In last month's Engineers News a story about Local 3's pension program said that the retiree's health and welfare program pays 80 per cent of major medical expenses up to \$30,000. This is incorrect. The correct figure is 80 per cent of major medical expenses up to \$10,000.

BART Off and Running in San Francisco

For six years the Bay Area Rapid Transit system has provided hundreds of jobs for operating engineers in the Bay Area. Passenger service in San Francisco has finally begun and operating engineers' connection to the system is now no more than that of any other citizen. But during those years of BART's construction operating engineers were faced with many unique problems.

Though only 8.3 miles in total length, building the San Francisco segment of the BART line was considered by engineers to be one of the most challenging construction projects in history, the most difficult part being the sections of downtown subway. Years of planning and precise engineering went into the job before the actual building could begin.

As early as 1963 soil tests were being made beneath Market Street by drilling five inch bores at depths of 100-200 feet. These tests would be needed to determine soil permeability, particle size, strength and settlement behavior, information that was vital to solving the complex engineering problems that lay ahead. Then on a warm July day in 1967, 125 San Francisco school children wielding gold sprayed shovels broke the first ground for the line along Market Street.

For the next few years pedestrians along Market would have to jostle across the thoroughfare on narrow plank walkways, and streetcars would have to inch their way through a forest of detour signs. The most familiar sound would be the snort of compressors, the staccato racket of air hammers and the steady slam-slam of pile drivers.

But even the haphazard scene on the surface gave no clue to the activity underneath. There operating engineers wrestled with the host of problems that had been anticipated during the planning years and some that had not been anticipated.

The utilities problem was the first encountered. Engineers found a maze of utilities, crisscrossing at crazy angles in a

layer 10 feet deep. During the last 100 years, more than 200 utility companies "planted" facilities of one kind or another under Market Street. Many had been abandoned and did not even show on the available plans. Threading through them, however, were live lines and conduits of all sizes and shapes—sewer, high pressure water, fire alarm lines, high voltage power lines, gas, and steam all of which were an ever present danger. They would have to be moved or suspended in place while brothers excavated around them and then built new concrete conduits to house them. It was important that each one be kept intact so that power to the surrounding office buildings and stores would not be interrupted.

In constructing the mammoth subway stations the cut-and-cover technique was used. This allowed operating engineers to dig to the desired depth and complete the construction while traffic continued to roll overhead.

The porous sands, saturated with water, created great hydrostatic pressures. Thrusting against too light a station structure, the pressure could literally push it out of shape. To offset these forces the engineers specified heavy concrete bases—seven



THE GLEN PARK STATION pictured here is a medium size suburban station, consisting of marble walls with translucent interlock-

ing glass panels. Stairs and elevators on the platform lead to fare gates and the station entrance on ground level.

feet thick in some cases—and steel crossbeams up to six feet deep.

The water posed another problem. It had to be kept in place around the existing structures and out of the excavation. Otherwise it could cause widespread settlement and adversely affect adjacent property owners.

One method was use of the so-called "slurry wall," a technique which really came into its own on the BART project. With this method, brothers excavated a trench all around the perimeter of the proposed station site. As they excavated—perhaps to 100 feet deep—they kept the trench full of a heavy bentonite slurry. The slurry formed a barrier which kept water from seeping out of the adjacent area. Operat-

ing engineers then filled the trench with concrete, piping it down to the bottom of the ditch and simultaneously displacing the slurry until the trench had become a solid concrete wall. Early on, engineers had planned that this wall would in fact become the permanent wall of the station, thereby saving time and additional expense. With that perimeter wall in place, the operating engineers could excavate safely to full depth.

The BART stations stretch for 700 feet, 800 feet if you include the substations; the length of two average city blocks and are 100 feet in width. The Market Street stations are 75 feet deep, approximately the size of a five-story building, to house three separate levels. The first level is

the station concourse or mezzanine, the second level is designed to serve the San Francisco Municipal streetcars and the third level for BART trains.

Tunnelling between stations was an entirely different operation. BART engineers designed the subway tunnels under San Francisco, Berkeley, and Oakland to be awarded in small enough sections to attract as much competitive bidding as possible. The result was that tunnelling was conducted at 36 different headings, one of the greatest concentrations of tunnelling work in construction history.

Under Market Street, the subway lines are two abreast and two deep. Several methods of tunnelling were used, depending on individual situations, but the most extensive tunnelling for soft ground excavation was achieved by the giant mechanical moles. These were machines with revolving cutters which bored their way through the earth at an average rate of 35 feet a day and at a cost of \$2,142 per foot. The spoils were carried away on a conveyor belt, hoisted to the surface and trucked away. Immediately following the digging process, the segments of heavy steel tunnel liners were set in place by hydraulically operated arms. Liners for the 17½ foot diameter tunnels were designed for installation in six segments, each weighing about 6,000 pounds. 27,600 were used overall.

The most challenging section of the tunnelling project was the approach to the Trans-Bay Tube where the BART line leaves the Embarcadero Station and dips under the ferry building to connect with the tube 400 feet offshore. Here, the combined pressure of 80 feet of water and bay mud made it necessary for the tunnellers to work under 36 pounds per square inch of compressed air pressure. It was slow going. For every hour of actual work, the men had to spend three hours in the compression chamber and three more hours in decompression to avoid getting the bends. During this con-

See Page 5



BART PASSENGERS enjoy their first look at the Glen Park Station (left photo). This \$5.6 million station is expected to be handling 10,000 passengers daily by 1975. In the two photos on the right the Civic Center Station is shown in the early stages of construction and as it looks now.



The top photo was taken in April of 1969. The rays of sunlight seen in the photo came through cracks in the wooden decking that covered the station during construction.

Modern Transit System Requires Lengthy Construction

(Continued from Page 4)

struction period the work crews encountered nearly 900 heavy timbers—pilings from an ancient wharf and the remains of three ships, which according to harbor records, had burned and sunk to become imbedded 20 feet deep in the mud over the passing years. It all had to be pushed aside or removed completely to make way for the growing approach-way.

Following closely on the heels of the shell construction of the San Francisco line was the detail work. Numerous contracts were let for such things as station finish, electrification, plumbing, track laying, fare equipment, and finally the installation of automatic train control equipment.

While the BART project has occupied the attention of San Francisco Bay Area residents for more than a decade, it will also mean much to commuters in other cities where engineers are now planning and building similar systems. Thus BART was a proving ground for a multitude of new design ideas and construction methods.

BART's consulting engineers and planners—Parsons Brinckerhoff-Tudor-Bechtel—have gone on to plan or design complete new systems in Atlanta, Georgia; Caracas, Venezuela; St. Louis, Missouri; and other cities. Meanwhile the Bechtel Corporation is presently managing construction of the big \$3 billion Washington, D.C., Metro; and designing a system for Buffalo, New York. And BART's chief engineer for many years, David Hammond, is now a chief consultant on the proposed Baltimore system. All and all the engineering skills developed for the BART project have now become a kind of national resource, and historians will probably regard BART as a benchmark in the history of American rapid transit.



BALBOA PARK STATION, above, is shown as its structural shell neared completion. This station is on the Daly City

section of BART. Architect Ernest Born designed this station and the one at Glen Park with an unusual open sky concept.



AN IMPRESSIVE SIGHT greeting BART patrons exiting from the Civic Center Station will be the United Nations Plaza, shown in the architect's model on the left. The plaza is scheduled for completion in 1975. At right the Civic



Center Station as it looks today. Patrons may reach the lower level by stairs as pictured, or by escalator or special elevator for the handicapped.

Work in San Jose Holds Up Despite Rain

By **DICK BELL**, District Representative, and **ROBERT FLECK-ENSTEIN**, **TOM CARTER** and **JACK CURTIS**, Business Representatives

The work picture in District 90 remains very good despite the fact that we have had some rain in the area in the past few weeks.

Most of the jobs that were shut down due to rain are now going again and it looks like there will be plenty of work until the heavy rains hit later this winter.

The work picture for 1974 also looks good at this time and unless the unforeseen happens, the brothers in this area should have a prosperous year next year.

It is becoming more important as time passes that all of us citizens become involved in what happens in our respective communities, that we either support our local elected officials if they are doing a good job for us, or help elect people who will do a job for us. Too many times lately, planning commission members, city councilmen, and county supervisors have been recalled or threatened with recall for doing what they have been doing for years, which is planning for the best interests of the community as a whole.

Usually a few radical no-growth kooks start a recall petition against an elected official

or a referendum against an approved project and then go door to door fast talking the residents into signing this petition. And it is sad, but most people will sign it, either to get rid of the person circulating the petition or they listen to what the person has to say which is usually that he is just trying to save the world so its human nature to sign without reading the darn thing.

So lately these people have been fairly successful and will continue to be until such time that we as citizens demand to hear all the issues before we sign anything. Only in this manner can we protect our way of life and our community for ourselves and our children.

Well, brothers we had our first good rain of the season, but it didn't affect the work picture in the southern part of District 90. Work is still going good at this time. All the rock, sand and gravel plants have been working steady without any lay-offs.

I take this opportunity to remind all you brothers, to keep attending our Council and Supervisor's meetings. It really helps. We have started getting some results now. They are getting the message and releasing some work now.

Granite Construction Company is working on the slides on their Rob Roy Junction Project and

will have the excavation completed by November 1. This has been a good year for Granite in all divisions.

S & H Construction Co. of San Jose is moving right along on their underground work in Santa Cruz, Soquel and Aptos. Incidentally, we wish a speedy recovery to John Alvarez, who was hurt on this project.

Ponza Brothers, a local underground contractor, who has 11 brother engineers working for them, has surely had a good year.

Settlement of a lawsuit giving new life to the 114-year-old Murphy Building and permitting construction of an eight-story Crocker Center on the same block was approved by the San Jose City Council.

Before the Murphy Building can be torn down for a parking lot for the Crocker Center, a complete environmental impact report must be drawn up on the Murphy Building, according to the settlement passed by the Council.

This building was slated for demolition early this year but it looks like it will be delayed until early next year when construction at the new Crocker Center is scheduled to begin.

All three sections of Highway 280-680 through town are making good progress. Most of the bridges are completed and the

crews are busy making sub-grade and placing the base material. The northwest section through Milpitas is scheduled for paving some time in November, weather permitting.

All the local grading and paving companies are working long hours or 6 days a week at this time trying to get their jobs either finished or in shape for winter.

It is quite satisfactory to report that since our last issue, several contractors in the southern part of District 90 have started some jobs that keep the brothers busy and will probably keep them busy for a while longer before it rains.

Granite Construction, out of the Salinas branch, is among the companies that has quite a bit of work going at this time. They have one job in Gonsalves. They are working six days a week and nine hours a day. Granite is also moving right along on their street job in Salinas and have moved in their C.M.I. machine to get it set up for the paving of Natividad Road.

Zapata Construction has completed driving piles and is getting ready to start the bridge work on Highway 101. This has been a good job for a couple of brothers for a while.

Paul Beck Construction Co. has started the dirt work at the Community Center on North Main Street in Salinas with Cen-

tral Coast Pipeline putting in the underground. Speaking of Central Coast Pipeline, they have a good sized job to start in Castroville, which will carry them through the winter, rain or shine. They are moving right along with the underground work at Oak Hills too.

Madonna Construction, out of San Luis Obispo, has started on the slide work down below Big Sur and are working quite a few hours to beat the rains and get their pipe in the ground and get it covered up so they can divert the water when it does rain and still be able to work. This job will last approximately two months.

Some more good news to report! Eilert & Smith out of San Jose has moved into the area and opened a branch office in Salinas. They have done a few jobs around the area and just picked up a \$241,681 job for improvements on Chular River Road. This job won't start until after the first of the year probably around March.

E. A. Buttler is keeping his crews busy at the Salinas Airport and also in Greenfield. The same goes for Floyd Fleeman Construction Co. whose crews are busy throughout the area.

The San Jose Office would like to send their condolences to the family of Frank Waggoner for his untimely death due to an accident at home.

San Rafael Jobs Keep Brothers Busy Kindness Not Thing Of The Past

By **AL HANSEN**, Business Representative

Courthouse Square Complex on 4th Street, the site of the original Courthouse, is taking good shape. Continental-Heller is the contractor.

Bosacello, Inc. of Danville is doing some site work on apartments in Novato. Freeman-Sondgroth Bypass is really hard at it and things are looking pretty much like progress is being made on Highway 101.

Basalt Rock at McNear's Point is keeping a good crew of brothers busy with two shifts going at the present time.

Moberly Construction is keeping quite a few of the brother engineers busy on Highway 116 just out of Petaluma. They started this job with two shifts, but at present are down to the one shift only.

All local contracts are keeping the brothers busy and hoping the good weather stays on. Some of these are: Ghilotti Brothers; Holtzinger Brothers; Maggiora-Ghilotti; Forde Construction; Soiland Company.

Silva's Pipeline is still working on the east side of Francisco Boulevard in San Rafael.

Yanke Plumbing and Heating is back on Smith Ranch Road at the site of a new Mobile Home Park. Healey-Tibbetts Construction is still at the Ross jobsite—keeping a few of the brothers busy.

Solano Concrete is at present working at the site of the new Fireman's Fund Computer Center at Highway 101 and Lucas Valley.

Bill McLellan, we note, has been awarded a few contracts,

one for construction of a bike path along Butterfield Rd. in Sleepy Hollow and construction of a bus turnaround at the end of Butterfield Road. Also drainage work and sewer construction in Tiburon and, most recently, grading, paving and drainage work at Terra Linda High School.

The construction of a four-lane overcrossing of 101 at Caulfield Lane in Petaluma is now about 40 per cent finished, with completion estimated in February, 1974. Peter Kiewit & Sons Co. is the contractor. The city plans to extend the street up to and beyond the freeway, and will let a separate contract to build the connecting street.

Brother Lorry Azevedo of HAT Racing Enterprises in San Rafael made quite a story in the "Drag Racing USA" Magazine. He and his associate have given Northern California one of its hottest A/Funny Cars. The injected but unblown machine has won awards for both show and go, with the best appearing trophy at the NHRA Springnationals and the AFC Eliminator purse at the NHRA Summernationals. 32-year-old Azevedo does all the "wrenching" on the car, as well as the driving, with help from what he and his partner John Kinsel call their "super crew"—Jack Brill and Bruce McClurg.

Brother Lorry Azevedo has been working on cars since he was 12 years old. His background includes successful boat racing as well as quarter-mile competition. At his San Rafael shop, he has been responsible for preparing all manner of race cars and boats. At present he has coaxed the "Drummer" (quarter-mile race

car)—named after John Kinsel who plays drums professionally, to e.t.'s in the mid-sevens, with a best of 7.50, and speeds in the 180's. He and Kinsel are both confident that they will eventually break into the sixes at better than 200 mph. This would be quite an achievement for an unblown A/FC! Toward that goal, they run the strong combination of a 1971 hemi built by Keith Black, and a Race Car Engineering chassis by Woody Gilmore. The Kinsel and Azevedo "Drummer" took two months and an estimated \$25,000 to build.

Stockton Out Of Work List Low

By **WALTER TALBOT** and **AL McNAMARA**

With the advent of winter weather, the prospects for employment have been curtailed appreciably. This situation will fluctuate during the winter months depending upon the amount of rain that is forthcoming. In spite of the lack of any major projects commencing this year as expected, due to the environmentalists, this district enjoyed a rather busy summer. This is borne out by the fact that our out-of-work lists reached a low figure comparable with 1969.

The Duncanson-Harrelson Co. of Richmond was again low bidder, in a second round of bidding, for construction of a Weber Point-McLeod Lake Seawall with a bid of \$1,049,492. This is \$68,000 lower than the original bid that was rejected because the document was not properly signed. A federal grant was approved for an access road running from Highway 99 to Stockton Metropolitan Airport. How-

ever, construction of the road is not expected to begin until next spring.

The McGaw Co. of Stockton was low bidder at \$178,801 for improvements at Columbia Park. The land leveling contractors in this area have all renewed their contracts with the Local Union for a two-year period. Many engineers in this district are employed on a yearly basis in the business of development and improving land for agriculture purposes.

Several projects are scheduled for bid in the ensuing months that will afford work opportunities for engineers by early spring. The most important, of course, is the opening of bids in early November for the continuation of Interstate 5 from Hammer Lane to Highway 12. Two more major contracts for building construction at Delta College will also provide employment for engineers as it has for the past two years.

bach, Inc. matched the amount earned by the engineers for a total of \$4,444.00 I know this does not pay for the loss of her husband, but I am sure it makes Mrs. Sheumaker's heart warm, as it does all of us, to know that Brother Bill was that well thought of by his fellow brothers. We, from the Sacramento office, want to extend our thanks to the following brothers:

Employees who worked Saturday 8-11-73
Walter Blood — Scraper
Toby Boggs — Scraper
Frank Briggs — Apprentice
Fred Brower — Mechanic
Bill Cobb — Mechanic
Ray Culp — Compactor
Louis Duggin — Scraper
Albert Errington — Grader-setter
George Farmer — Tractor
Donald Gano — Scraper
Buck Ganyo — Mechanic
Steve Hulse — Scraper
Jack Jackson — Compactor
Jim Meyer — Scraper
Chris Micetich — Teamster
Dave Miller — Load Checker
Keith Milliron — Blade
Gerald Muck — Blade
Walt McAtee — Scraper
Bob Nevins — Load Checker
Larry Nusz — Blade
Ken Olson — Mechanic
Lowry Opdyke — Grader-setter
Harry Peer — Teamster
Jim Petrul — Scraper
Vern Rakich — Scraper
Vern Rau — Scraper
Charles Rounds — Scraper
Jay Sorenson — Scaper
Ken Waldron — Tractor
Bill Ware — Scraper
Leonard Whitmore — Scraper
Bud Wilhite — Compactor
Mark Young — Grader-setter
Dave Clerici — Foreman
Jim Lawson — Supt.



Vol. 3—No. 11

SAN FRANCISCO, CALIFORNIA

November, 1973

Nevada Apprentices' Paychecks Large Courtesy Of Excellent Working Season

By IAN CRINKLAW,
Coordinator

As we stated last month, this has been a pretty good season for the Northern Nevada apprentices. The results are beginning to show on their paychecks.

At the JAC meeting of September 15, 1973 the following apprentices were advanced to journeyman status:

Mike Stair and Frank Graham of Helms Construction Co., and Andy Peterson, who finished out the program working for Barlow & Peek. These three journeymen are still working for their same employers, which shows the program is working.

At the same meeting Brother Warren Harding was promoted to third step, Clint Block to fourth, Mike Callahan to second, Meredith Cooper and Bob Pickens to third. These are five top-flight apprentices, and they will undoubtedly make fine journeymen in the future.

At the JAC meeting of October 3, 1973, the following apprentices were advanced one step: Tom Haynes—4th; Mike Bailey—2nd; John Olson—4th; Ed White—3rd; G. Lupe Layva—3rd.

Gary Smith and Calvin Morrison will be journeymen as soon as they finish their related training at R.M.T.C.

At the JAC meeting of November 6, 1973, Mike Callahan was upgraded to 3rd step, Louis Esparza to 4th step, Johnny Wright

of Carlin, Nevada to 3rd step, and Joan Jelovic to 2nd step.

The Apprenticeship Program is very necessary to Local No. 3—to the journeymen as well as the young people who are trying to learn the craft. The average age of the operating engineer at the last look was around 47 years of age, and it doesn't take much of a mathematician to figure out that within a very few years, if there was no training program, there would be no skilled operating engineers. We already feel the shortage in certain classifications, while the need for some skills increases every year. The best example of this in Nevada is the finish blade, the asphalt lay-down crew, graders, graders, combination backhoe, and the big hydraulic hoes.

The operating engineers is definitely a wide open field for the young person who is willing to work and learn in order to become a skilled journeyman. The Apprenticeship Program is also of benefit to the journeyman in several ways. First and probably uppermost is at the bargaining table. We sell a service to the employer. Any employer will be more than happy to pay top wages and fringes to a skilled trade. Very simple—more skill—more money.

Another less apparent benefit to the senior journeyman is the pension. Young people will be contributing for a longer time and at a very much higher rate

than the "old hands" did. This promises to help everybody's pension.

Local 3 already has a fine plan and it looks, at this time, like the benefits will increase at a very quick rate as they have in the past. This is mostly due at the present time to the contribution rate, but as the Operating Engineers Local 3 becomes "younger" it will be possible to increase benefits faster.

Once again, we would like to re-emphasize the importance of you getting your related training at R.M.T.C. at the proper time. It is too vital a part of your training to save the time and try to pick it up at some future date. What usually happens when an apprentice takes this attitude is that he finds himself with the necessary training knowledge and little or no related training. Then, at the last minute he discovers he must spend five or six weeks straight at the Ranch in order to become a journeyman.

The other thing that happens is that he finds himself eligible for a step increase, but can't have it because his related training is behind schedule. This represents money in your pocket! My suggestion is rather than be behind in your related training hours, stay even or possibly ahead. This means 80 hours for every 1,000 training hours. It will make you more money. I feel it may make you better apprentices and journeymen, too!

Scanning The System

By Art Pennebaker
Assistant Administrator

Learning to be a journeyman operating engineer is not just paying dues and learning a set of skills, but is understanding all of the implications to a journeyman of the effects of a strong union on his working life. A strong union does not just happen, it is the sum total of all of the input from each member.

On November 12, 1973, ballots were mailed to all eligible voters for the election of your Union Officers.

We encourage your participation in this democratic process of your Union Government.

There is currently an election within the union structure in which the membership selects its leadership. These elected officers will represent the members at the bargaining table for wages, fringes and conditions and with all of the outside influences, such as agencies, political bodies, and other "anti"-organizations that could be deleterious to the best interest of a workingman's income and life style.

Every member of Local Union No. 3, including all apprentices in good standing with their union, not only have the opportunity but the obligation to voice their preference in the selection of Union Officers at this time.

A capricious or uninformed vote can be a vote against the members' best interest. We encourage every apprentice to search out every bit of information possible to conclude which of the candidates for the many offices will best suit his own personal best interest and to vote his ballot. To do less is to play Russian Roulette with his personal work life.

If you are learning to be a journeyman operating engineer, learn to be the best. If you are learning to participate in the governmental process that affects your everyday earnings, be the most informed, the most judgemental and the most certain voter, be the best. It is your paycheck and your life style that is at stake.

Calif. State Fair Booth Has Fewer Visitors

By JIM THOMAS
Coordinator

The State Fair was well attended although the attendance was down from last year.

The booth was in a different location in the building which was good in many ways yet bad in others. The bad part was that it made the TV coverage limited because of the glass doors directly in front of the booth. The good part was the location and the fact that we had some good young men from VICA that showed a lot of interest in working the booth. They made the booth and showed a lot of enthusiasm in making people aware of the booth and trying to answer all the questions put to them by the many people that stopped by. We received very few complaints about their actions while in the booth.

Eureka Has Poor Season

By CLIFF MARTIN
Coordinator

Fall has arrived and some of the projects are winding down. It has been a very poor season in the Eureka area, although we did manage to keep the apprentices working.

Don Bouey, Robert Flowers and David Dibble were advanced to journeymen from the Eureka area. Neal Martin and Gary Hiser were advanced to journeymen in the Redding area.

We had one lost time accident. Apprentice Albert Wilson broke his righthand index finger and was badly lacerated and will be in the medical file another five to six weeks due to complications. Albert was hurt while oiling on the hot plant for Tahoe Asphalt Co. on their Alturas Project.

At Utah State Fair

JAC Booth Draws Comments, Crowds

By JOHN THORNTON
Coordinator

A total of 312,000 people passed through the gates at the 1973 Utah State Fair held in Salt Lake City September 13th through 23rd. Approximately 260,000 visited Commercial Building No. 1 where the Operating Engineers JAC Booth was located.

Under the supervision of retiree Marcus W. Sowby, forty young members of VICA (four each day) manned the booth. These attractive young men and women were in uniform and they handed out over 1,000 copies of the Selection Procedure for Operating Engineers.

As usual, the closed-circuit television was very effective in attracting attention. We received many favorable comments from contractors, school officials and others interested in apprenticeship.

At this time of year, when work training opportunities are at their peak, the Utah apprentices are scattered from Tremonton on the north to Blanding on the south, but all eligible apprentices are working.

The last safety meeting, held August 18, was well attended in spite of the opening of the bow-hunt in Utah (we received much criticism for holding the meeting on that date). Vance Abbott, former business representative and presently on the staff of the Utah Safety Commission to enforce O.S.H.A., was guest speaker on safety. "Safety in the Balance" was the film presentation per-

taining to cranes and proper rigging. We also had the opportunity to discuss and explain the IBM "hours needed card," which is mailed monthly from the Administration office. The card shows the remaining hours needed in each work training process category and also shows hours exceeding required category hours. Understanding the card will assist the apprentice in preventing wasted hours.

The last Joint Apprenticeship Committee meeting approved the completion of three more apprentices to journeyman status, effective August 27. Those completing were: Frank Allan Scheib, G&P, working for W. W. Clyde Company at Lehi; Brian Mahaffey, G&P, working for W. W. Clyde at Panguitch, and Thomas Warr, G&P, working for Weyher Construction Company at Salt Lake City.



GARY LOPEZ is given a \$562 apprentice training fund check by Coordinator Harley Davidson in the San Jose office.

JAS News

VOL. 3—NO. 11 Nov. 1973

News and photograph copy appearing on pages seven, eight, nine and ten is paid for by the Joint Apprenticeship System.

Apprentice Aids In Clearance Of Coastal Highway Dirt Slide

By HARLEY DAVIDSON

The work picture in the San Jose area has been very good but due to the last rains things have slowed down. The slides on the new highway between Rob Roy Junction and Watsonville have caused lots of extra work with approximately 300,000 yards of dirt coming down in one slide. Granite has already begun to clean it up.

The slide on the coast of Highway No. 1, a few miles south of Big Sur, which caused the Coast Highway to be closed for awhile, is being rebuilt by Madonna Construction Company. Both of these jobs are giving the apprentices plenty of training.

The rains have brought not only slides but also bad highway accidents. A large tanker truck rig collided with a car at Highway 101 and San Miguel Road Prunedale, which erupted into a fireball and sent smoke towering over the scene. The driver of the car was killed outright. The blaze was fought by 15 fire-fighting units for over three hours.

The state called for a loader to clean up the mess and remove the truck and car. The loader operator that came to the scene was apprentice Richard Smith, 2nd. period, who lives in Santa Cruz. The state crews and the

fire chief said that he did an excellent job directing and operating the equipment and that he should be a journeyman. I do know that Richard has put in for acceleration in the program. He works for Paul Beck. Paul, also, says that he is a fine operator.

There have been a good many apprentices up for advancement. Some of them are listed below:

Adolph Oliver, Douglas Manning, Arthur Esquivel, Robert McCully, Harry Wisler, Steven Pasillas, Kenneth Hill, Steve Perkinson, Paul Regaldo, Alfonso Caballero, Bobby Benson, Joey Marquez, John Lopez, Russell McCray, Thomas Moore, Alonza Torres and Isaac Whitworth.

The apprentices mentioned above are doing a fine job and I am sure they will continue doing so. There have also been several advanced to journeymen.

I want to remind all apprentices in District 90 that the last safety meeting of the year is on the 20th of December, at 2100 Almaden Road in the Carpenters Dispatch room. Let's make this a 100 per cent turnout. I am sure the rains will continue to keep the jobs slowed down but there is a lot of work ahead. My home phone is still 724-5490. Feel free to call.

Several Conferences Make November A Busy Month

By JOHN THORNTON

November promises to be a very eventful month with the election of officers for Operating Engineers Local No. 3, the Rocky Mountain Apprenticeship Conference to be held in Salt Lake City, and the 10th Annual Conference of National Joint Apprenticeship and Training Committees for Operating Engineers to be held in Las Vegas.

The Election of Officers is of vital importance to all apprentices and we sincerely hope they will take advantage of their privilege to vote.

The Rocky Mountain Apprenticeship Conference is for all crafts having an apprenticeship training program and, in addition to the general meetings, all crafts have their sectional meetings where important exchanges of ideas for improving training programs are discussed. This Fourth Annual Conference is being held in Salt Lake City on November 8, 9, and 10. Your Coordinator, John Thornton, is Chairman of the Operating Engineers Sectional Meetings and Al Patrias, of the Southern Nevada J.A.C., is Co-Chairman. Not only will your Administrator, Jack McManus, the Affirmative Action Officer, William Gaines, and Director of Safety, Dale Marr, speak at the Conference, we are

also honored to have E. J. Kinsey, James Gary, Ray Bishop and Mike Collins from the International Union of Operating Engineers, J. Grant Richins of Strong Construction Company and a representative of the Utah J.A.C. will also speak on management's role in apprenticeship.

We would like to congratulate Clyde Green, HDR; George Hardman, UEO; Michael Gajda, G&P, and Kayle Stephenson, G&P on completion of their apprenticeship training and advancement to journeyman status.

RM Impresses Visitor From Eastern Local

By HUGH BODAM, Coordinator

As most everyone knows, Local 3's training center at Rancho Murieta has received recognition throughout the construction industry, nation-wide and by all crafts.

We recently had a distinguished visitor from Operating Engineers Local 825 of New Jersey and we had the pleasure of showing him our facilities. The visitor was Kenneth White, the training director of that local union.

Mr. White was very impressed by our training program, our classroom procedure and the training our apprentices receive in the field. He was also impressed by the different type and amount of equipment we have for training, such as asphalt hot plant, cement hatch plant, crushing plant, screening plant plus all types of equipment used on a construction job site.

Mr. White also saw the welding and repair shop facilities and was very impressed by the different jobs we were able to do in the shop, the welder training with individual booths, the number of machines which make it possible to train a number of people at the same time and protect them from each other's arc, and the gas welding instruction they receive from some of the best instructors available.

As for the repair work being done by the mechanics in the shop on actual equipment that had breakdowns on construction type production work, this gives them experience on the type of things they will be doing for the contractor and no better experience could be had by anyone.

We are sure Mr. White is a very knowledgeable person as he has been a mechanic, master mechanic and equipment superintendent for a very large construction company and is familiar with all types of equipment and repair needs. A favorable comment from a person of his experience was very appreciated and we feel that he will incorporate some of our ideas into his own program as he develops it. We also feel that Local 825 and the people who will be receiving training in that area are very fortunate to have a person of Kenneth White's ability to direct their training program.

Wives earned more than their husbands in 3.2 million families—7.4 per cent of all American families—in 1970.

Safety Class Informative

By LARRY BUSBY, Coordinator

Work in this area has been good and all of the apprentices have been getting training. Most contractors are pushing to get as much as possible done before the winter rains set in, but as of this writing, we have had four days of rain out of the last five. One apprentice from San Rafael and five from Vallejo have taken this opportunity to get their related training at Rancho Murieta Training Center.

We attended a Safety Seminar put on by CAL-OSHA. It was very informative and, from what was said by their representatives, all men in the field are going to get their work done more safely, especially underground work and work being done in buildings over 36 feet in height.

At the last district meeting no report was given because of the short time I had been in the area, but I was pleased to see some of the apprentices in attendance.

Our union is one of the strongest in the world and it gets its strength from the support of its members, so protect your livelihood by supporting your union, and the officers that represent it. We also have one of the finest and most advanced training programs in the world. Be proud to be part of it. Be the best employee and the best union member.

SPECIAL NOTICE

Only ballots received in the Post Office Box in the return envelope by 10:00 o'clock a.m., November 26, 1973 will be counted.

In a white envelope marked "OFFICIAL BALLOT" you will receive your ballot envelope, business reply envelope and ballot(s). Watch for the envelope. When you receive your Official Ballot envelope, open it, punch out the cross to the right of your candidate's name on the ballot(s) and enclose the official ballot(s) in the ballot envelope, and follow the directions on the ballot envelope.

Under no circumstances change the address on the business reply envelope since the address is designed to prevent your ballots from being mixed up with the general mail of the Union.

Do NOT insert dues payments, letters, etc.

If you live overseas, you will not receive a business reply envelope, but will be required to pay the necessary postage yourself, since under present regulations it is impossible for the Local Union to arrange matters otherwise.

In the event you do not receive a ballot by November 16, 1973, or your ballot is destroyed or lost, you should contact Price Waterhouse & Co., 555 California Street, San Francisco, California (Phone: 415/392-1032) and ask for Jan Spinale.

3 Apprentices Get Much HDR Experience

By JIM FAGUNDES, Coordinator

Three heavy duty repair apprentices, working for Perini Corp. are gaining a lot of experience working under the watchful eye of the Master Mechanic. These apprentices are Richard "Fuzz" Muradanes in the first period, James Dyer in the second period and Marin Vallejo who is in the third period.

A first period apprentice, Norwood McCoy who works for Gentz Const. has a very interesting hobby. Norwood has a single engine private pilot's license and this winter he plans to go for his commercial license.

If you have any questions on the acceleration application, call the job placement center and leave a message for your coordinator to contact you. The acceleration forms are available at the dispatch office or the coordinators have them also. Acceleration applies for court groups and non court group apprentices. Once a month a standing committee meets at R.M.T.C. to hold an interview with the apprentices applying for acceleration.

Three apprentices who graduated recently to journeyman status are Willie Emerson, working for Harry Wilmoth Const.; Larry Daniels, working for Perini Corp., and Walter Bibb, working for Wm. E. Brewer. These men have worked hard to complete the program. Congratulations and best wishes are certainly due them.

Women account for more than 75 per cent of dentists in Finland, 25 per cent of doctors and 50 per cent of druggists.

APPRENTICESHIP PROGRAM MAKES SKILLED OPERATORS

By LOUIS J. BRADY, Coordinator

The Apprenticeship Training Program is one of the most effective ways to secure the skilled labor necessary to assure the construction industry of continued high quality journeymen. Training is a work experience that allows you to have more knowledge and also to gain more experience. This seems to point up the entire problem throughout the industry that it is the obligation of the labor organization to supply competent qualified help and it is the obligation of the employer to determine that the man is competent and qualified to do the job that he has been assigned to do. We feel it's the assignment of the training program to train those people interested in becoming operating engineers to do a job competently, skillfully and safely.

There is no phase of the construction industry which requires the variety of equipment and uses of equipment that is found in the heavy construction. The types of equipment not only varies with each phase of construction of the individual project. The variety of equipment demands a variety of operating skills.

The source of this elite training and education is through your Apprenticeship Program of the Operating Engineers. It is necessary to have thorough knowledge of the capabilities of the equipment, to efficiently operate any type of equipment. Much of the work performed by these machines and operators is done to close tolerances, calling

for the upmost skill in their operation.

To those apprentices in the 46 Bay counties who are in either grading and paving, universal equipment operator, piledriving branch or steel erection branch, it is important that you continually check with your area coordinator each month whether by telephone or in person to make sure that your hours and category is abundantly correct.

It is important that you check as frequently as possible with your area coordinator for your correct status.

The status of your apprenticeship is very important. It is necessary to follow the directions precisely issued by the coordinator in totaling your hours and mailing them to your area coordinator on time. Work training hours can only be credited if the information required is totally correct. Any errors such as wrong social security numbers, or wrong employer numbers will result in your summary cards to become invalid and no credit given for those hours.

It is important to you as apprentices to maintain accurate work training hours, past employers and their numbers. It helps the Standing Committee in their evaluation of your progress. This represents many hours of hard work for the completing apprentice and I am sure that as they look back upon their apprenticeship they will see the significances of all the requirements during their apprenticeship days.

Official Union Notice Of Upcoming Election

The attention of all Members of Operating Engineers Local Union No. 3 is directed to Article XII, Elections, Local Union By-Laws, as printed on pages 39 through 45 inclusive, and specifically calls attention to the following provisions wherein there have been changes pursuant to directive from the representative of the Department of Labor.

(C) ELECTIONS

Section 1

(a) The election of Officers and District Member of the Local Union Executive Board shall be held during the month of November by mail referendum vote of the membership of this Local Union under the supervision of the Election Committee and a nationally known firm of Certified Public Accountants, selected by the Executive Board, and representatives from the Department of Labor, with such other technical and legal assistance as may be provided.

(b) The election shall be conducted by a committee known as the Election Committee, composed of one (1) Member from each District in which nominations will be made. The Member shall be nominated and elected by secret ballot at the Regular Quarterly, or specially called District meetings by vote of those Members present whose last known address, as shown on the records of the Local Union ten (10) days prior to the first such Meeting in August preceding the election, was within the area covered by the District. Each Nominee shall be a registered voter in the District in which he is nominated, shall have been a member of Operating Engineers Local Union No. 3 for one (1) year next preceding his nomination and election, and shall not be a candidate, or nominator of a candidate for any office or position.

The Nominee for Committee Member in each District receiving the highest number of votes shall be elected, and, in the event he is unable, or unwilling to serve, shall be replaced by the Nominee with the next highest number of votes, and he, under the same circumstances, by the next highest, and so on, until the list of nominees is exhausted.

(c) The Election Committee shall determine whether or not each Candidate nominated is eligible. Any Candidate found not to be eligible shall be declared ineligible by the Election Committee. The Committee's decision shall be promptly communicated to each such ineligible Candidate in writing. Unless the Election Committee's decision is reversed on appeal, it shall govern, and the ballots shall be prepared accordingly.

(d) The Election Committee shall be responsible for the conduct of the election, and specifically: for the preparation of the list of eligible voters, showing the Member's name and last known address as it appears on the records of this Local Union; the preparation and printing of the ballots, listing the Nominees for Business Manager first and the Constitutional Officers next, and other positions thereafter in the order in which they appear in Article VII, Section 1 of these By-Laws with a separate ballot of a different color for each District for Nominees for District

Member, listing the incumbent for each office or position first and the other Nominees for the same office or position in alphabetical order by their last name (the candidate's name and one occupational classification, i.e., classification set forth in collective bargaining agreement that the Local Union has entered into, if any, given by him being printed as it appears on Acceptance of Nominee form) and envelopes; and the giving of a Notice of Election, by mailing a printed Notice thereof to each Member of the Local Union at his last known address as it appears on the records of this Local Union not less than fifteen (15) days prior to the mailing of the ballots to eligible voters.

The Election Committee shall cause a sample ballot to be published in the October edition of the Engineers News preceding the election, and to be promptly posted in the District Job Placement Centers.

The Election Committee shall deliver the list of names and last known addresses of eligible voters, and cause the printer to deliver the ballots and envelopes to, the nationally known firm of Certified Public Accountants chosen by the Local Union Executive Board, which firm shall rent a post office box to which the ballots shall be returned.

(e) The Certified Public Accountants shall mail the ballots and return envelopes to the eligible voters between November 10th and 16th preceding the election, and shall open the post office box, for the first and last time, on the November 26th next following, at 10 o'clock A.M. of that day. In the event November 26th should be a Sunday or a Holiday, the post office box shall be opened by the Certified Public Accountants on the following day, at the same time.

The Certified Public Accountants shall remove the returned ballots, count the same and certify the results in writing to the Election Committee.

The Election Committee, or a sub-committee thereof, shall be present at the mailing of the ballots, the opening of the post office box, and the counting of the ballots.

The Election Committee shall make certain that adequate safeguards are maintained so as to protect the secrecy of the ballots.

(f) The Election Committee shall declare the Candidate for each office and position receiving a plurality of the votes elected, except that the three (3) Candidates receiving the highest number of votes for the office of Trustee and the position of Auditor shall be declared elected. The certificate of the Certified Public Accountants shall be published in the December edition of the Engineers News following the election.

(g) The newly elected Officers shall be installed, at a specially



U. S. DEPARTMENT OF LABOR LABOR-MANAGEMENT SERVICES ADMINISTRATION

ROOM 1604, 100 MCALLISTER STREET
SAN FRANCISCO, CALIFORNIA 94102

SPECIAL NOTICE

TO: GUAM VOTERS - Operating Engineers, Local 3

Mail ballot elections presume delivery of a voting package to a voter by means of the U. S. Postal Service Department. In certain situations where the Post Office box address of groups of members are not under their control (such as those P. O. Boxes belonging to an employer or to the union), special procedures are necessary to minimize possibility of error in delivery of voting materials.

The procedure outlined below was adopted by the Election Committee at their meeting of Sept. 25, 1973.

1. Employer Post Office Boxes

Large groups of members using an employer's P. O. Box address will be notified by bulletin board posting at their work location of the date and time the Election Committeeman for their District will visit to issue ballots. Members will be required to show satisfactory identification to receive a voting package from -

RICHARD C. LACAR, JR.
Election Committeeman, District 17

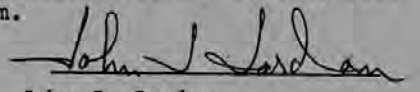
2. Union Post Office Box #2547 - Tamuning

Ballots for members using P. O. Box 2547 as their address will be sent Certified Mail. Additionally, each envelope will specify -

RETURN RECEIPT REQUESTED
Deliver ONLY to addressee

These members will be able to obtain their ballots at the Tamuning Post Office on presentation of satisfactory identification and signing of the required receipt.

Questions regarding this procedure may be directed to the Dept. of Labor's representative in Honolulu, George L. Bensley, Area Admin. IMSA, 1833 Kalakaua Ave., Room 601, Honolulu, Hawaii 96815, phone (808)955-0259. Mr. Bensley, or a representative of his office, will accompany Mr. LACAR on his visit to Guam.


John J. Jordan
Election Supervisor, U.S.D.L.

called District Meeting in District No. 1, not later than December 15th.

(h) Every Member who is not suspended for non-payment of dues as of November 11th, the date for the first mailing of ballots, shall have the right to vote. No Member whose dues shall have been withheld by his employer for payment to the Local Union pursuant to his voluntary authorization provided for in a Collective Bargaining Agreement shall be declared ineligible to vote by reason of any alleged delay or default in the payment of dues by his employer to the Local Union.

Eligibility to vote for District Member shall, in addition, be based on each Member's last known address as shown on the records of the Local Union on November 1st prior to the mailing of the ballots, and each Member shall be eligible to vote only for the Nominees for District Member for the District in which such address is located.

Section 2

Each Candidate shall have the right to have an observer at the polls and at the counting of the ballots; that is, each Candidate shall have the right to have an observer to check the eligibility list of voters, check the ballots, see that the ballots are mailed, be present at the opening of the post office box and the counting of the ballots. The Observer may challenge the eligibility of any voter, and the ballots of all voters who may have been challenged shall be set aside, pending determination as to their validity.

If the challenged ballots are sufficient in number to affect the results of the election, all challenges shall be investigated by the Election Committee to determine their validity, as promptly as possible.

Section 3

(a) Every Member shall have the right to express his views and opinions with respect to the Candidates; provided, however, that no Member shall libel or slander the Local Union, its Members, its Officers, District Members, or any Candidate, and all Members shall avoid all personalities and indecorous language in any expression of views and opinions with respect to Candidates.

(b) Any Member found guilty of violating Paragraph (a) of this Section 3 shall be subject to discipline in accordance with the applicable procedures of the Constitution and By-Laws, and if such Member should be a Candidate he shall, if found guilty, in addition to any fine, suspension or expulsion, suffer the loss of the office for which he is a Candidate, if elected thereto.

Section 4

The Recording-Corresponding Secretary, upon request of any bona fide Candidate for office, shall distribute such Candidate's campaign literature, by mail or otherwise; provided the Candidate making such request does so in writing, advising the Recording-Corresponding Secretary of the type of mailing, or other form of distribution desired, pays all costs involved, and delivers the literature to the Mailing Mart, 432 Bryant St., San Fran-

cisco, Calif., if it is to be mailed, in a sealed and stamped envelope. Two (2) copies of the literature, the contents of the sealed and stamped envelope and two (2) of the envelopes in which the literature was enclosed are to be delivered to the U.S. Dept. of Labor, Jack Jordan, Election Supervisor, 100 McAllister St., Room 1604, San Francisco, Calif. Two (2) copies of the literature are to be delivered to Jack Jordan also if it is to be distributed other than by mail.

No such requests shall be honored if made on or after 5:00 P.M. Local Time, the 5th day of November next preceding the mailing of the ballots.

Section 5

Where any candidate duly nominated is unopposed for election, the secret ballot vote shall be dispensed with and the Recording-Corresponding Secretary shall cast one (1) ballot for such nominees who shall then be declared duly elected to their respective offices, Nomination, and Acceptance of Nomination and elections records - including but not limited to the list of eligible voters, the ballots cast and all challenges and challenged ballots, the certificate of the Certified Public Accountant, copies of all requests for distribution of campaign literature with copies thereof, and envelopes in which mailed, if mailed, the record of the cost thereof and the amount received for such work - shall be preserved by the Recording-Corresponding Secretary, for a pe-

Sample Ballots For The Upcoming Election

More On Elections

(Continued from Page 9)

All Members nominated, otherwise eligible, in order to continue to be eligible shall have been in regular attendance at all regularly scheduled Local Union Membership meetings and home district membership meetings held after nomination and before elections, subject, however, to a reasonable excuse based upon good cause such as physical incapacity, and death in family. Within five (5) days after the nominations have been concluded the Recording - Corresponding Secretary shall mail to each

Member nominated, at his last-known home address, notice of his nomination and the office to which he has been nominated. All Members nominated who are more than 100 miles from their Regular District Meetings the day before and the day of the meeting are excused from attending for good cause. However, a Member nominated who claims to be excused for this reason shall notify the Recording-Corresponding Secretary in writing, by letter or telegram, not later than 5 P.M., Local San Francisco Time, within five (5) days after such meeting.

OFFICIAL BALLOT FOR ELECTION OF OFFICERS OPERATING ENGINEERS LOCAL UNION No. 3 NOVEMBER 26, 1973 Ballot Box Closes November 26, 1973 at 10:00 a.m.

BUSINESS MANAGER		Vote For One
MARTIN W. CASEY	Crane Operator	+
NORRIS A. CASEY		+
PAUL EDGECOMBE		+
DALE MARR		+
PRESIDENT		Vote For One
HAROLD HUSTON		+
JOHN B. NORRIS	Crane Operator	+
F. O. (FRAN) WALKER		+
GEORGE WALKER		+
HAROLD WALKER	Heavy Duty Repairman	+
LLOYD WALKER		+
RALPH H. (DICK) WALKER		+
VICE PRESIDENT		Vote For One
ORIN W. GEORGE	Power Blade Operator	+
DON LUBA	Dozer Operator	+
BOB MAYFIELD		+
RECORDING-CORRESPONDING SECRETARY		Vote For One
T. J. "TOM" STAPLETON	Incumbent	+
RICHARD J. CONNELL	Foreman	+
C. R. "CHUCK" IVIE		+
JAMES "RED" IVY		+
FINANCIAL SECRETARY		Vote For One
JERRY BENNETT		+
HAROLD J. LEWIS		+
ARTHUR WALKER	Tractor Operator	+
ASTER WHITAKER		+
TREASURER		Vote For One
DON KINCHLOE	Incumbent	+
GAIL BISHOP	Crusher Plant Engineer	+
LELAND E. ELLISON	Dozer Operator	+
TRUSTEES		Vote For Not More Than Three
TOM BILLS	Incumbent	+
BILL ADAMS		+
LOU V. BARNES	Foreman	+
DALE BEACH		+
BOB DANIELS	Power Blade Operator	+
KENNETH M. GREEN	Rubber-tired Earthmoving Eqpt	+
PAT O'CONNELL	Dozer Operator	+
DICK WEIGEL		+
AUDITORS		Vote For Not More Than Three
WALT TALBOT	Incumbent	+
DICK BELL		+
RUSSELL D. HALCRO		+
A. G. (AL) HANSEN		+
MIKE WOMACK		+
DENNIS WRIGHT	Tractor Operator	+
CONDUCTOR		Vote For One
RAY COOPER	Unopposed	+
GUARD		Vote For One
KEN BOWERSMITH		+
MIKE KRAYNICK		+

To Insure Secrecy Place Your Voted Ballot(s) In This Envelope.

BALLOT ENVELOPE

HOW TO VOTE

1. Vote only one ballot at a time. Vote both sides of each ballot if applicable.
2. Record your vote by completely removing the perforated cross in the voting square to the right of your choice.

USING THE FOLLOWING METHOD...

- A. Put ballot on table top.
 - B. Take paper clip that is included in the voting package and straighten.
- SEE ILLUSTRATION:



This is now your voting instrument.

- C. With tip of paper clip, press down on the cross to the right of your candidate's name, SLOWLY raise the ballot with the other hand until the cross is completely detached from the ballot.
3. Remove the stub ends from the ballot(s) and retain.
 4. Insert your marked ballot(s) in this envelope and insert this envelope into the Business Reply Envelope.

IMPORTANT

Sign your name, Social Security No., and Register No. on the back of the Business Reply Envelope in the space provided and mail. No postage is required.

BALLOT(S) WILL BE VOID IF YOUR SIGNATURE IS NOT ON THE BUSINESS REPLY ENVELOPE. IF YOU DO NOT INTEND TO VOTE, DESTROY ENTIRE VOTING PACKAGE TO PREVENT MIS-USE.

Ballot(s) received in the mail after 10:00 A.M. November 26, 1973, will not be counted.

NOTE: The Sample Ballots are subject to correction by the Election Committee by reason of the failure of a candidate to continue to be eligible or to qualify for any reason.

FOR ELECTION OF DISTRICT EXECUTIVE BOARD MEMBERS OPERATING ENGINEERS LOCAL UNION No. 3 DISTRICT NO.: 1 NOVEMBER 26, 1973 Ballot Box Closes November 26, 1973 at 10:00 a.m.

DISTRICT EXECUTIVE BOARD MEMBERS	
DISTRICT No. 1	
Vote For One	
GIL HAGER	Incumbent +
RAY HELMICK	Crane Operator +
CHARLES SHAFRAN	Crane Operator +
HERBERT STONE (HERB)	Compressor Operator +

NOTE:

(Ballots for each District where there is opposition will be as shown in the Sample Ballot above. The only differences will be in the district number and the candidates' names as shown below.)

DISTRICT No. 2	
Vote For One	
TED N. MASON	Incumbent +
TEE ZHEE SANDERS	+ +

DISTRICT No. 7	
Vote For One	
LAURENCE R. SACKETT	Incumbent +
JOSEPH AMES	Power Blade Operator +

DISTRICT No. 9	
Vote For One	
BID DICK MILLER	Incumbent +
MAX WEAVER	Heavy Duty Repairman & Welder +

DISTRICT No. 10	
Vote For One	
GARTH A. PATTERSON	Incumbent +
CHARLES "CHUCK" SMITH	Dozer Operator +

DISTRICT No. 11	
Vote For One	
ED JONES	Incumbent +
BILL HEINZ	Loader Operator +

DISTRICT No. 12	
Vote For One	
KAY LEISHMAN	Incumbent +
JAMES COLOGNA	Crane Operator +
RAY LEWIS	+ +
MAVIN MILLS	Foreman +
DON STRATE	Universal Equipment Operator +

Pursuant to the Local Union By-laws, ARTICLE XII (C) ELECTIONS, Section 5: The Recording-Corresponding Secretary shall cast one (1) ballot for the following unopposed candidates who shall then be declared duly elected to their respective offices.

DISTRICT NO. 3	MERLE W. ISBELL
DISTRICT NO. 4	DON C. DILLON
DISTRICT NO. 5	A. E. 'JACK' LOFTON
DISTRICT NO. 6	JACK W. SLADE
DISTRICT NO. 8	HENRY WILLESEN
DISTRICT NO. 17	SHOICHI 'MALA' TAMASHIRO

VOTE BOTH SIDES

Arbitrators Labeled Valuable Nat'l Asset

Secretary of Labor Peter J. Brennan recently called the growing number of arbitrators in the United States "a valuable national asset."

Addressing a meeting of the American Arbitration Association's Advisory Council in Saddlebrook, N.J., Secretary Brennan said:

"Together with collective bargaining, voluntary arbitration will play a growing role in helping avoid damaging strikes in the U.S. in the years ahead."

Brennan cited several "significant" developments "that will challenge the capacity and ability of the nation's professional arbitrators in the future."

Among developments cited by the cabinet officer are these:

—The growing militancy and union membership among public employees across the country.

—The new emphasis on non-economic demands by labor unions.

—The growing number of foreign companies buying control of American firms or constructing plants in the U.S.

"Each of these developments," Brennan added, "will demand new techniques and call forth the best that the arbitration profession can offer."

The secretary expressed "great confidence" that these and other challenges will be met by America's arbitrators.

Some District 11 Jobs Moving, But Tahoe Area Slow

By DALE BEACH, District Representative and LENNY FAGG, PAUL WISE, and DAVE YOUNG, Business Representatives

Johnson & Mapes Construction of Palo Alto was the lowest of 12 bidders on the new Post Office and Vehicle Maintenance Facility in Reno. The bid was \$5.6 million and the site work should start by the second week in November.

Nevada Paving picked up an \$85,000 job. It is for the extension of 9th & G Street here in Washoe County.

Gary Miller's Canyon Construction of Sparks has a \$228,000 water system improvement job in Wells, as well as a job for \$32,000 for the same type of work in Battle Mountain.

A sewer collection system and treatment ponds job in Austin has been awarded to Douglas Construction of Stateline, Nevada. The price was \$178,182.

Robert L. Helms of Sparks was low at \$3.6 million on an Interstate project in Clark County. This is in Local 12's area, but I'm sure there will be work for several Local 3 brothers. With the Golconda Summit job going, along with the Rock Plant, shops, and many, many small jobs in and around Reno and Sparks, Helms still has nearly 160 engineers busy.

P.K.S. has got a good start on their 24-mile Currie job. This job is way out in the sticks even by Nevada standards, and we're having a hard time recruiting help at times.

Capriotti Construction of Reno just took two building jobs in Sparks. The largest, for \$562,000

is for Washoe County School District's Maintenance Center on Kleppe Lane. The other one is a First National Bank building on East McCarran Boulevard for \$389,000.

We recently had a meeting in Elko in which the topic of discussion was off the job disability insurance. This concerns all of the members and their families and friends in the State of Nevada. We will be getting notice of a meeting in Reno and all members and their friends should attend in order to have a voice, and show State government that the people of Nevada are indeed in need of a good disability plan. Our district representative, Dale Beach, and his business representatives are putting a lot of effort into making off the job disability insurance a reality in Nevada.

P.K.S. has a full dirt crew working on the sub grading at Currie and preparing the plant site. There has been a man camp prepared for trailers and campers.

J. B. Parsons at Pequops still has about 14 members working and will work until inclement weather forces shutting down the two paving crews and the small dirt force. Their sub, Built Rite, has a crane working on structures, and they will work until the weather forces a shutdown.

The Holiday Inn in Reno is near completion with this job working only one operator in the elevator.

McKenzie's job at the college is also nearing completion, with three members working. Sanders Construction is near comple-

tion on the housing project at Sun Valley across from Boise Cascade Mobile Home Park. They have mostly underground and paving work left.

We have a new job steward at Wells Cargo in Reno. His name is Gary Tope and he is very busy studying the working rules for the truck shops. The 3 D members in the shops have begun to become more aware of union business and representation, and what 100% membership can mean.

The Marble Bluff Dam and Pyramid Lake Fishway job is still set for bid on November 15. The Engineers' estimate is \$4 million and we still can't believe there is actually going to be a dam built. Maybe the ecologists and birdwatchers have had their day and are now going to let us get back to the orderly progress and growth that made this nation great.

Foul weather has set in on us and the majority of the jobs in the Lake Tahoe area are closing down or going at a very slow pace.

The Lake World project is one of them going at a snail's pace, and Teichert's plant at Truckee is giving up for this season.

One of the contractors who is going to beat the weather is Perata Construction of Tahoe City. They have a good job in Hawaii and he's taking his complete company over, as they have all the dirt, underground, streets, etc. to do for a 178 unit condominium project that will take five months to complete. So, "Aloha" Pete and crew... see you back here next spring.

Baldwin Construction has finished all their underground utility work in Tahoe City, and are happy to be going back to the Marysville area, since they don't have a lot of snow there—just a lot of liquid sunshine.

Underground Construction is still going slow on their project south of Tahoe City, as well as White-Riskin, J. V. Meeks Bay job.

Ramos Construction has been really moving well on their Donner Lake job, but like most of the other contractors in this area, they are now doing little or nothing. A few of our good brother engineers are still going full bore on the cump-crete trucks in the Tahoe Basin area.

Ziebarth & Alper are in the final stages of their South Lake Tahoe Sanitary Sewer Plant job. Underhill Paving is one of our newest and smaller contractors in the South Lake Tahoe area and we are pleased to see that they are going good.

Campbell Construction is doing real well on the Harrah's job, even though the snow is flying. The weather is not stopping H. M. Byars on their Kingsbury Grade job. They're plowing right through it. Gerhardt and Berry are trying off and on to keep their Verdi project going with weather permitting.

Brunzell Construction's Coral Reef project is phasing out, but at the same time they have started a new \$3.5 million project called the "Nevadan." It will contain a 10-story hotel, restaurants, casinos, and an 18,000 square foot parking garage. This project should be going up until August '74.

There's another good project starting up which should go through the winter. It is the "Vagabond" which will include motels, restaurants, massive parking facilities, etc. The cost of this one will be \$1.5 million. Boyce Miller Concrete has already started digging foundations on the site, which was done by R. E. Ferretto Construction.

And from the mining country we want to tell you that with the recent settlement of the Carlin and Cortez Gold contracts, that the mines are running more smoothly than any other time we can recall within the past three years. During this lull, we are directing our attentions and efforts to organizing a couple of mining properties in the jurisdiction.

Once again, we would like to thank all of the members at Carlin and Cortez for their support during the long and sometimes troubled negotiations. The contracts finally obtained were well worth everyone's efforts.

One last word, brothers, and that is, with the bad weather here, please be cautious on the job as well as on the highway. Drive carefully, because the life you save may be your own.

HAPPY THANKSGIVING! AND A WARM HOLIDAY SEASON.

Meaningful average employer payments to pension funds in October 1972 could be calculated for several nonmanufacturing industries in which such payments were specified for a large majority of union workers with retirement benefits. They were highest in construction (83.2 cents per hour) and water transportation (\$1.45 per hour).

Rains Bring Halt To Much Work In Redding

By KEN GREEN, District Representative and BOB HAVENHILL, Business Representative

With the recent rains the work in the Redding area is grinding to a halt. Some of the hardest hit are Robert L. Helms job on Hwy 299, J. F. Shea on Lake Blvd., Gravel and Gravel, Hwy 89, Lassen Park, Pete Barreta on Hwy 44, and almost all of the paving spreads.

Lew Jones Construction Company laid off their operating engineers for this season and it looks like they will probably have a skeleton crew of other trades and craftsmen for the winter completing their bridge project on Hwy 299.

The C. K. Moseman Construction Company has not been affected by the weather on their bridge project at Woodson Bridge near Corning.

The Underground Construction Company, which is doing the Colax cable that runs from the Nevada line near Susanville to Dunnigan have completed the northern phase of the project.

They are now working in the Sacramento district. Jim Siler, project superintendent, told me that he is going to take all the hands on this project with him. They have picked up another stretch of the cable that will run from Dunnigan to Antioch, which will mean some of the brothers will work until some time in January.

H. P. Edwards of Red Bluff is

now doing bank improvement on the Cottonwood Creek near Lake California. Sometime in mid-December they will be finishing up, barring inclement weather.

At the present time Hughes and Ladd, Inc. is working on the realignment of Hwy 36 near Forest Glen. This will be an extension of the same project that Hughes and Ladd completed in early 1972. Brother Bob Blair is the foreman on the project.

Anyone who is familiar with the Yolla Bolly wilderness area will know that this job will contain a lot of steep country. On this particular stretch of Hwy 36, if you meet another car, one of you will have to back up to allow the other to pass. Bob will have his work cut out contending with the tourists and the logging trucks. Several of the brothers who were working on the Hornbrook job have been transferred to the Hwy 36 project.

C. W. Roen Construction Company is working on their Weaverville sewer treatment plant and four brother engineers have been employed almost all summer.

Some of the sewer treatment plants such as the Weaverville and Anderson plants, are being delayed due to the objections of the environmentalists. If any of you brothers are notified or have knowledge of any meetings concerning environmental work stoppages please contact the Red-

ding office and we will see to it that the Operating Engineers are well represented at such meetings.

If the weather holds Gordon H. Ball, Inc., will finish the I-5 job at Weed by the time this goes to press. Most of the brothers who worked on this job during the last two years have already gone on to other jobs in other areas. Brother Manuel Spessard (foreman) still has a small crew doing clean-up work and hopes to take some of these men with him to the Geyserville job on Hwy 101.

The storm that came in early October was a big help to the deer hunters in the area, but it sure spooked O'Hair Construction on their Hwy 44, Cecilville and Scott overlay jobs.

Hughes & Ladd, Inc., & C. R. McConnell are trying hard to get set before Old Man Winter moves in on them on their Hornbrook job and have made sufficient subgrade on the north-bound lanes to call J. W. Vickrey back in on the C.T.B. and white paving (they still have three bridges to pour and want to get them poured before the freeze hits).

Hughes & Ladd, Inc., were successful bidders on the Forest Mountain passing lane (Hwy 3 between Yreka and Ft. Jones) but have not started on it as yet.

Ramos Pipeline Construction Company is still hammering away at the lava flows in Burney

but seem to be satisfied with their progress to date.

Spike Voudouris Construction has gone just about as far as it can go on the oxidation ponds in Burney, and unless the Water District releases a barrow-pit soon someone is going to have to come up with a cheap way of making dirt out of the lava.

J. F. Shea Company is about to finish their small widening job on Hwy 299E at Ingot. This has been a real tough little job with sliver cuts and fills in hard rock, with traffic a constant problem.

Joe Lema Construction was the successful bidder on the Packers Bay Boat Ramp and Parking Facility but have had some problems with the liability insurance and have not moved in as yet. We hope they get going soon, because when it rains in that neck of the woods it comes down by the buckets full.

Pacific Western Corporation (Frank Pozar) was successful bidder on the Montague-Grenada Road job \$950,000. They will have Eastco Construction Company doing the excavating for the realignment.

All in all this year has been a good year for the brothers in this area. The out-of-work list was down to less than 75 men and if the Dog Creek and Pollard Flat sections of I-5 are released along with the Dunsmuir-Fox Farm job (\$21 million) we should have another good year in 1974.

Rains Slow Some Marysville Construction

By HAROLD HUSTON,
District Representative and
Auditor and JOHN E SMITH
and A. A. CELLINI,
Business Representatives

Some of our good brothers have been laid off due to early rains and registered on the out-of-work list. We hope the weather will settle down so they can go back to work and finish out the season.

We appreciate everyone who attended the District Meeting held in Marysville on October 4, 1973. A special thank you to the many brothers who called and said they could not attend because they were ill.

Brother Cy Shepard was elected at the meeting in Marysville to serve as your Grievance Committee member for the remainder of 1973. We know you have made an excellent choice, and look forward to working with him.

Our congratulations to Brother Walter McGuffey who received his Gold Lifetime Membership Card this month. Brother McGuffey lives in Gridley, Ca. and has always been really proud to be a member of Local Union No. 3.

Congratulations to the following brothers who received their 25-year pins and scrolls at the Marysville District Meeting for having completed 25 years of membership in Local Union No. 3. They were Elden J. Brown, John C. Gilbert, Sammy Preloran, and Wilbur E. Wixom.

The Marysville Planning Commission will consider for approval a \$5 million plan for the redevelopment of downtown Marysville at its next meeting.

The plan which was submitted to the commissioners at their last meeting was prepared by the Project Area Committee of the Marysville Development Agency and Agency Director Floren Boone.

According to the plan, the Redevelopment Agency will purchase designated property in the 85-acres encompassed by the levees and Fourth and "C" Streets, demolish substandard structures, sell or lease the land for private development and rezone the entire project area for orderly development and conformity to the city's general plan.

The main objective of the project, according to the plan, is "to help revitalize that portion of old Marysville which has deteriorated into a blighted, slum condition which has adversely affected the living and business conditions and the property tax base."

Possible methods of financing the \$5 million plan include federal revenue sharing allocations for the city, federal funds through a proposed community development revenue sharing program and taxes collected by the Agency from new developments within the project area, Boone told the Commissioners.

More than \$4 million will be used to purchase land within the project area. The remainder will be spent for relocation, site clearance and site improvements. The plan states, "As an estimate, each block will require funding and reserves in the neighborhood of approximately \$500,000 to cover costs and carryover activities."

Boone also told the Planners it would take several years to

complete the redevelopment of the downtown area and urged them to take action on the plan and the accompanying environmental impact report at the Commission's next regular meeting.

The Planning Commission will send its recommendations to the City Council following the public hearing at which time the Council will consider final adoption of the plan.

Boone said he expects the agency to begin purchasing land this Fall.

Development of a storm drainage system in East Linda that will ultimately cost \$2.2 million was recommended to Yuba County Supervisors by consulting engineers because the region is making a fast transition from agricultural use to a high density commercial-residential area.

President Charles de St. Maurice of the firm of St. Maurice-Helmkamp - Musser, said the county should move immediately on the first step of the drainage system that would cost \$1.5 million and which could be handled at an annual expenditure of \$120,000. The tax rate would be \$3.43 per \$100 assessed valuation.

The proposed district contains 655 acres with 161 acres in commercial use, 406 acres in residential use, 57 acres in industrial use and 21 acres in an agricultural park. Most of the area lies east of the Southern Pacific tracks.

The proposed drainage plan calls for a collection system which would transport the runoff water southward to an outfall at the south end of Rupert Avenue where a six-acre earthen basin would receive the accumulated runoff. A pump station would lift the water into the Reclamation District 784 Bingham Canal for ultimate disposal by that agency. The canal might eventually have to be enlarged. The runoff would be carried by about five miles of underground concrete pipelines in two main trunks.

St. Maurice suggested an immediate attack on the drainage problem in Hile Avenue near the intersection with Mapes Way and Linda Avenue near the intersection with Dunning Avenue, Park Avenue and Montclair Avenue where yearly flooding is experienced.

Storm drainage in East Linda has historically been by surface runoff to pondage in low areas with ultimate disposal by percolation into the sandy soil. Montclair Avenue area has a chronic drainage problem with water in several houses nearly every winter. St. Maurice said that with continued development in the area, the drainage will become increasingly inadequate.

Oroville residents who lost their river recreation when they got Oroville Lake will get their river back again with reconstruction of the old Western Canal Dam.

The dam, strictly for recreation purposes, will create a pool two miles in length on the site of the former Oroville Marina on the Feather River. The marina was abandoned when Oroville Dam reduced the amount of water in the river below the dam.

A 10-foot high wooden flash board structure will be erected 1.6 miles down from the Oroville-

Richvale Bridge, a structure whose boards may be removed when necessary. The project will also include bicycle and hiking trails, picnic tables and areas, a spawning observation platform, swimming and boating in the river, water supply, sanitation and fish cleaning facilities and the removal of all underwater hazards.

Cost of this State Department of Water Resources project will be \$1.4 million which will include \$720,000 for reconstruction of the dam, \$388,000 for right of way, \$52,000 for engineering and contingency and \$260,000 for the recreational facilities.

U.S. Army Corps of Engineers officials in Sacramento announced they have contracted with a San Francisco firm to begin work on a full environmental impact report on the proposed Marysville Dam.

Representatives of the firm, Environmental Impact Corporation, were in Yuba County recently the Corps said, talking to county officials and making on-site observations.

The draft report should be finished in March or April of next year according to Charles Leuthey of the Corps Environmental Division. He said a public hearing would be held on the report at that time.

Funds for the report's preparation consist of \$550,000 in surplus federal dam planning money left over from the 1972-73 fiscal year, Leuthey said.

The work on the east side of

the Feather River is starting to wind down a little, but we have just started a couple of new jobs.

Pacific Western Construction Company has started a job from Graeagle to Calpine on Highway 89. We have about 15 people working on this job.

G. S. Herrington Construction has a small job on Highway 49 at Camptonville. This should keep a few fellows working for a month or so.

Claude C. Wood at Davis Lake is just about finished with their job on the East Side of Davis Lake. At Parks Bar Bridge they are still loading out rip rap, but have shut the crushing plant down until spring.

Teichert Construction Company has started their job at the Lindhurst High School site. This job should keep several of their people working for awhile.

Spencer Robinson Construction Company in Oroville is keeping busy with several projects in the Oroville Area and their job at Antelope Lake.

Luhr Bros. at Hammonton has shut their crusher down, but are still loading rip rap.

Several projects are coming up for bid in the Marysville area and we still hope to have a good fall to follow up a pretty good year.

Teichert Construction has the reconstruction of Road "D" in Willows for \$199,675.00. The project is four miles long which will keep the brothers busy on the road. They also have a crew of one dozer and one loader in the pit.

Granite-Ball, Joint Venture, on the Tehama-Colusa Canal has approximately one week left for their trimming and concrete lining operation which will complete another link of the West Side water way for the farming and ranching in that area. There will be some clean up and hand work to finish.

Luhr Bros. has about completed their levee work on the Sacramento River, but Basalt Rock has the remainder of work on the levee reconstruction. Luhr Bros. is also harvesting rock in their pit in Chico for the Chandler - Newman Company who is working on the levee on River Road in the Nord Area.

Robert G. Fisher has their crews in high gear on the Butte College Project. A. A. Plumb Concrete Pumping is on the job. Frank Booth has the mechanical for heating and air conditioning. Butte Creek Rock is finishing the parking lots. Bray & Cushing Landscaping is putting in the sprinkling system and landscaping the entrance.

Stolte, Inc. is moving along on the library at Chico State University. Musgraves, Inc. has a crane crew working on this project.

The U.S. Department of Labor administers programs for the admission of immigrant aliens and temporary foreign workers for employment purposes under the Immigration and Nationality Act of 1962.

Out Of Work List Grows As Storm Hits

By RAY COOPER,
District Representative and
E. D. LAKE,
Business Representative

The first major storm of the season is raging here on the North Coast. It is safe to assume that winter is here to stay once again. As the deluge of rain and the high winds continue the out-of-work list grows by leaps and bounds.

In spite of what appeared to be a depressed work picture here in District 4, most of the brothers report having had a better than average season. It should be stated, however, that in many instances these brothers had to work away from their home areas. Once again, our sincere thanks and appreciation are extended to the other districts which were able to provide employment to our members this past season. We can say, without fear of contradiction, that work has been available to almost everyone somewhere in the jurisdiction of Local 3.

Brothers, by the time you read this, two vital issues will be behind us. One, of course, is the election of officers of our Local Union and the other is the controversial question of whether or not to build Butler Valley Dam. Both issues will be determined by ballot and both will have important impact on the welfare of the membership.

In spite of the heavy rains Crescent City harbor is still a busy place. The three projects are still underway.

Placing of dolosses by Umpqua River Navigation Company on the outer breakwater is expected to get underway soon. Comple-

tion date of the entire project is about January 1, 1974—approximately a year ahead of schedule.

Another small underground project was recently awarded in the Crescent City area but it is highly unlikely that it will be started this fall.

Several highway projects are planned in Humboldt and Del Norte counties, the State Department of Transportation has announced in releasing its 1974-75 fiscal year budget.

The projects are: Humboldt—Convert the four-lane Highway 101 expressway in Arcata to a four-lane freeway between just north of Seventh Street to the overhead across the Northwestern Pacific Railroad tracks.

The 1.7 miles project would see construction of a half-interchange at 14th Street and an interchange at Sunset Avenue. It includes constructing a pedestrian overcrossing to serve Humboldt State.

Estimated cost is \$7 million of which \$3.4 million will be budgeted in the 1975-76 fiscal year. (The project is one for which the Highway Commission has reserved funds. Actual budgeting will be contingent on its clearance of the California Environmental Quality Act of 1970.)

An additional \$1.7 million has been budgeted to complete financing of construction of a four-lane freeway on Highway 101 between an expressway section in Scotia and the Paul E. Mudgett Memorial Bridge across the Eel River, 1.6 miles to the north, completing the Rio Dell Freeway.

The project includes building interchanges at North Scotia, Davis Street and Scenic Way.

The construction of paired freeway bridges across the Eel between Scotia and Rio Dell is financed separately.

Estimated cost of the entire project is \$4.6 million, of which \$2.9 million was financed in the 1973-74 fiscal year.

Another \$1.1 million has been budgeted to complete financing for extending the four-lane Highway 101 freeway 1.7 miles south on a new alignment between the South Fork of the Eel River Bridge, about one mile south of Benbow.

The project includes building an undercrossing over existing Highway 101 and a connecting road on the old highway to south of Benbow Lake State Park.

Estimated cost of the total project is \$3.5 million of which \$2.4 million was budgeted this fiscal year.

Grade and pave to widen Highway 36 from 20 to 26 feet with improved drainage between 1.6 and 3 miles east of Bridgeville. Estimated cost is \$560,000.

Del Norte—Grade and pave to widen Highway 199 from two lanes to a four-lane expressway between 2.2 and 5.6 miles north of Gasquet.

The project, which includes widening two bridges across the Smith River and two sidehill viaducts, will provide added passing opportunities in the Smith River Canyon.

Estimated cost is \$3.9 million of which \$1.4 million will be budgeted in the 1975-76 fiscal year.

In addition to the highway projects, several pipeline contracts are anticipated for next season.

Help Swing The Pendulum Back

Attendance Of Ecology Meetings Crucial

By CLEM A. HOOVER,
District Representative
and

AL DALTON, AL SWAN,
DAVE REA,
KEN BOWERSMITH,
Business Representatives

What will be the top price that we, not only as members, but as citizens, have to pay for these demands from the environmentalists?

We, as any other tax paying citizen, are concerned about clean air, clean water and all the other things that make life a little better for all of us. We are also very concerned, however, about the jobs that have been, or will be, eliminated if projects are continually postponed or stopped completely. We believe that the economic issue should be just as important as the environmental issue.

Also, the social issue should be considered. We attend meeting after meeting trying to get these projects through, however, we are obtaining only limited success. It is going to take the efforts of all the members to swing the pendulum back toward our side. The politicians, at the present time, are only listening to the environmentalists and the reason is that they are the ones attending these meetings in force. We are going to have to organize and have more people at these meetings than they do.

The politicians know only one thing: VOTES.

Lone Star Industries, formerly Pacific Cement and Aggregates, is requesting a use permit from the Sacramento County Board of Supervisors to build a new sand and gravel plant south of Highway 50 near Rancho Cordova. Lone Star has met with stiff opposition from Rancho Cordova residents and has been turned down by the County Zoning Board of Adjustments for this plant. The chairman of the Zoning Commission has stated in open meeting that "this is a great site for a gravel plant." Lone Star furnishes 25% to 30% of the sand and gravel used in ready mix and hot mix in the county. All we're talking about is JOBS! Support Lone Star by writing your supervisor in behalf of Lone Star. Your letters will save a job, maybe your own!

Gibbons & Reed and Fresno Paving are winding down on the I-80 job. Pacific Excavators is cranking up on the canal and siphon job across the Bear River. Also, Huntington Brothers have started on the realignment of Highway 20 at Penn Valley. The Haines Mountain road job probably won't go to bid before November. Snowflower campsite job has provided many jobs for Local 3 Engineers this summer and will afford more jobs next summer. This job is partly in Nevada County and partly in Placer County and is another job

supported by Placer County Concerned Citizens Coalition, continuing to prove that if you are really interested in jobs for yourself and your brother engineers, you should take an active role in supporting construction projects that provide those jobs.

Bechtel's job at Rancho Seco is in the finishing stage now. They are still keeping 10 engineers and three surveyors busy. The boys are hoping to make it until the first of the year. Let's hope so. Claude C Woods is doing the paving on the job and by the time this goes to press will have it completed. Teichert, Granite and R. C. Collet are keeping several of the brothers busy trying to finish up small jobs before the rains hit.

Interstate 80 will be widened by two lanes from Roseville to Auburn and Highway 99 north to Marysville and Yuba City will also be widened in new projects approved by the California Highway Commission Wednesday, Oct. 10.

James K. Carr, county director of aviation, said Metro Airport needs a 12,000-foot runway, 200 feet wide for jumbo jets due to land in December 1974. The airport also needs taxiways. The combined cost will be an estimated \$10 to \$15 million. The federal government will pick up 80 per cent of the tab, and there will be no additional cost to airlines or their passengers.



AN OLD TIMER AS A YOUNG OPERATOR—Retiree Paul Grimes, who joined Local 12 in 1937 and Local 3 in 1958, is seen in the two photos above, both taken in 1923. In the top photo Grimes (left), then a 17-year-old oiler sits in a Model 206 P & H. In bottom photo he is seen on the right. Both pictures were taken in Planada, California where Grimes worked on canal construction for C. R. Adams Co.

Lone Star Industries Wins Award

By CLAUDE ODOM, District Representative, and BOB MERRIOTT, HAROLD C. SMITH, and JERRY BENNETT, Business Representatives

Lone Star Industries recently received a plaque which recognized the plant and its employees as winners in the National Sand and Gravel Association's 1972 Safety Contest.

The plant achieved the highest safety record from among more than 90 sand and gravel plants across the nation which produced between one-quarter million and half-million tons of material during the year.

The Lone Star plant has been operating at Lemon Cove since before 1957 and has recently been moved downstream and across the Kaweah River. It has also been rebuilt into one of the most modern sand and gravel plants and, as the award says, "the safest in the nation."

The plant produces crushed rock, sand and gravel for use in highway, home and commercial use. The materials are used by readymix concrete suppliers, blacktop producers, pre-stressed concrete manufacturers and concrete block and pipe producers.

Sixteen employees operate the plant on a year-round basis under the supervision of Chuck Meaders, plant superintendent.

Brother engineers employed at the plant are: Joe Miles, shop steward, HDR; Raleigh Zarata, HDR and welder; Bill Laney, HDR and welder; Steve Cesneros, plant operator; Richard Fox, plant operator; Howard Kunkle, loader operator; Bob Coley, loader operator; Fred Monty, dragline operator; Whitney Ragsdale, dragline oiler; B. L. Medders, dozer operator.

The State Highway Commission has adopted a budget of one billion dollars that includes \$2.1 million for extension of Highway 41 and 180 in Fresno.

The Commission warns, however, that money for Fresno cannot be spent until projects are cleared under the States Environmental Quality Acts. This will include hearings by State, local and Federal agencies.

Both freeway projects involve construction of eight-lane freeways with 36-foot medians.

The Highway 41 work will cover one mile between Divisadero Street and Olive Avenue, while the Highway 180 project will include 1.1 miles between Glenn Avenue and First Street.

The two projects will cost, eventually, \$8.7 million with \$4 million scheduled for the 1975-76 budget and \$2.6 million in the 1976-77 budget.

Funds have been released to widen Highway 41 in Oakhurst, a distance of 1.2 miles, at an estimated cost of \$221,000 and to construct two lanes of an eventual four-lane expressway on Highway 49 on new alignment 2.4 miles north of the Madera-Mariposa County Line. The existing highway within these limits has many short radius curves, a generally narrow roadbed width and excessive grade and restricted sight distance for motorists.

\$1.2 million has been budgeted for a 2.4 mile section of Highway 41, Elm Avenue by the State Division of Highways to widen and realign this section.

The highway will be widened from two to four lanes between North and Lorena Avenues and the stretch between Lorena and Ventura Streets.

Construction In Northern Utah Moving As Rains Slow Central Utah Projects

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

At Collinston, in northern Utah, James Reed Construction is in full swing with two different spreads working scrapers and trucks hauling out from under a Kuleman belt loader, with approximately 20 engineers on the job.

Cox Construction at Willard is working three shifts with their dozer, moving material up to the conveyor belt system. The conveyor belt is operating on a two-shift basis and hauling of the material from the stockpile is on a one-shift operation. This project employs approximately 45 operators.

Peter Kiewit & Son has started their project at South Weber and is expecting to put on two shifts, which should employ approximately 25 engineers. They plan to use trucks, loaded by front-end loaders, to import their borrow. Over one million tons of steel will go in one structure on this project.

At Castle Rock, on the Utah-Wyoming line, L. A. Young & Sons is working two shifts on their \$3 million, 3.25 miles of I-80.

W. W. Clyde at Parleys Canyon has one lane completed, which is carrying all traffic. The other lane should be finished late next summer.

Kennecott Copper has let the contract on the revision and installation of the air emission con-

trol system to Western Knapp of Los Angeles. McKee Construction, out of Kansas City, will be the prime contractor. Western Knapp is a division of McKee Construction. The amount of the contract is between \$100 and \$150 million. McKee Construction is drilling test holes for the smoke stack and expects to begin construction about January 1, 1974.

Weyher Construction is picking off jobs right and left. The water purification plant at Kennecott Copper is about 50 per cent completed. This is a commercial treatment plant to clean up the water from the Kennecott Copper smelter. Cost of the contract is approximately \$4 million. The Broadway Building at the Mall on 64th South is about 75 per cent completed.

J. B. Parson Company is working full steam to get ready for winter on the Belt Route. There are still some problems on the right-of-way, but construction is going ahead and they will settle later. It seems that everyone wants the freeways, but no one wants one through their property.

There is one optometrist in the Salt Lake City area, Dr. Samuel P. Robinson, located in the Fashion Place Mall on 64th South, who we urge you not to patronize. He has a sign in his window which reads, "No Unions and No Union Insurance."

Winter storms have started to hit central Utah, causing various problems to contractors. Some of the larger jobs have shut down and moved their equipment to

lower elevation jobs. Others hope to keep working on better days.

W. W. Clyde has a few men working at the Point of the Mountain and Geneva Rock Products Company is still working a two-shift operation.

United Concrete Pipe Corporation at Pleasant Grove is holding on to the operating engineers on some small pipe orders and with any kind of luck will be able to keep working late into the season.

Western Pipe Coaters, near the Geneva Plant, has not laid off any brother engineers. The orders seem to come at the right time and the work looks like it will hold until the end of the year.

Heckett Engineering is still working a good many extra hours. With the new vacation plan in operation, there has been considerable upgrading of job classifications for our members.

Gibbons & Reed Company at Electric Lake Dam will work a two-shift operation until the job is completed or the weather gets too bad to work. The job to complete the final fill on the damsite is in a race with the weatherman. The usual cleanup after the dirt is moved will be done this winter if possible.

On the Fairview Canyon job, W. W. Clyde is only working a single shift and will probably shut down for the winter and complete the job next season. H. E. Lowdermilk Company is starting to move the dirt spread off the mountain at Fairview Canyon. They hope to move the crusher early next year.

Obituaries

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

Allen, L. W. (Brothers and Sisters) (5)	10-31-73
P.O. Box 386, Battle Mtn, Nevada	
Anderson, Don (Doreen, Wife)	9-27-73
3812 Cedar Ravine, Placerville, California	
Aylesworth, Kenneth (Bernice, Wife)	10-25-73
P.O. Box 562, Campbell, California	
Barkley, Wesley (Dorothy, Wife)	10-2-73
1639 Geo. Wash. Blvd., Yuba City, California	
Buck, Fred (Ronald and Diane, Children)	10-28-73
Hill Top Traylor Court, Half Moon Bay, California	
Buno, Donald	10-24-73
291 Brady Court, Sacramento, California	
Carter, Donald (Betty Jean, Wife)	10-9-73
General Delivery, Levan, Utah	
Castro, Ronald (Kathleen, Wife)	9-27-73
235 Lemoore Dr., San Carlos, California	
Chaney, Ralph (Amalia, Wife)	10-24-73
241 Douglas Lane, Pleasant Hill, California	
Clark, Harold B. (Wilma, Wife)	10-16-73
2379 Cottle Ave., San Jose, California	
Cleland, D. C. (Mable, Wife)	10-4-73
No. 2 Oak Dr., Chico, California	
Coey, Jack (George, Son)	9-15-73
4388 Todd Rd., Sebastopol, California	
Crammer, Fred (Bernice, Wife)	9-28-73
189 East 1st North, Springville, Utah	
Darst, Fay Marshall (Grace Florence, Wife)	10-25-73
1624 Volk, Marysville, California	
De Bose, Collie (Nilda, Wife)	10-21-73
1304 Manor Dr., San Pablo, California	
Derting, Ray (Norma, Wife)	10-8-73
230 Twinlake Dr., Sunnyvale, California	
Figueiredo, Anthony (Janet, Wife)	10-21-73
870 Holmes St., Livermore, California	
Frank, Leo (Mary, Wife)	10-20-73
21570 Summit Rd., Los Gatos, California	
Gill, C. D. (Anna, Wife)	9-20-73
150 Sherwood Dr., Sp. No. 23, Salinas, California	
Harper, Floyd (Ruth, Wife; Bill, Son)	10-17-73
2648 W. Santa Fe, Riverbank, California	
Hedges, James (Louella, Wife)	10-29-73
3600 So. 6th St., A20, Cottage Grove, Oregon	
Heldenbergh, A. A. (Rosy, Wife)	10-24-73
1752 Linwood St., San Diego, California	
Hicks, Odie (Mattie, Wife)	10-27-73
1063 Grand Ave., Marysville, California	
Hodsdon, Charles (Sylvia, Wife)	9-16-73
213 Pinot Ct., San Jose, California	
Hosford, Raymond (Judy, Wife)	10-4-73
1287 Newton Rd., Placerville, California	
Kimbrel, Benjamin (Goldy Biddings, Friend)	9-30-73
1610 Cypress St., San Diego, California	
King, George (Elizabeth, Wife)	10-25-73
50 Center St., Rio Dell, California	
Lemmon, Glenn (Thelma, Wife)	9-29-73
Box 221, Green River, Utah	
McDowell, Merlin	10-30-73
2963 Santa Rosa Ave., Santa Rosa, California	
McElroy, Laurence (Lois, Wife)	10-16-73
3005 Julliard, Sacramento, California	
McPherson, C. L. (Ruby, Wife)	10-17-73
3846 E. Harvard, Fresno, California	
McRoberts, Claire (Joe, Son)	10-23-73
P.O. Box 3045, Redding, California	
Marple, Ralph (Ruth, Wife)	10-16-73
506 Manor Dr., Salinas, California	
Mullen, James (Leona, Wife)	10-15-73
1512 Tehama St., Corning, California	
Munoz, Paul (Jennie, Wife)	10-13-73
531 Moultrie St., San Francisco, California	
Oue, Donald (Elizabeth, Wife)	10-11-73
1039 C. Wong Lane, Honolulu, Hawaii	
Schlueter, H. Fred (Rose, Wife)	10-24-73
2212 Cervantes, Rancho Cardova, California	
Stevens, Wilford (Ora, Wife)	9-30-73
3148 So. 9th East, Salt Lake, Utah	
Tofft, Laurel (Norma, Wife)	10-16-73
2133 Fruitridge, Sacramento, California	
Xavier, Cliff (Evelyn, Wife)	10-5-73
P.O. Box 1196, Lamoille, Nevada	
DECEASED DEPENDENTS	
Anderson, Dale—Deceased October 5, 1973	
Deceased Son of Darrell E. Anderson	
Antrobus, Dean Roger—Deceased October 23, 1973	
Deceased Son of Charles Antrobus	
Johnson, Michael—Deceased September 10, 1973	
Deceased Son of Edward Monroe	
Jones, Ellis—Deceased October 2, 1973	
Deceased Wife of Cliff Jones	
Michaelis, Clara—Deceased September 22, 1973	
Deceased Wife of Lewis Michaelis	
Ostberg, Florence—Deceased October 21, 1973	
Deceased Wife of J. A. Ostberg	
Spencer, Kathryn G.—Deceased October 20, 1973	
Deceased Daughter of Raymon Spencer	
Strong, John—Deceased October 28, 1973	
Deceased Son of Joseph Strong	

See OBITUARIES Column 4

In Oakland Area

Rains Cause Out Of Work List To Grow

By Bob Mayfield, District Representative & Business Agents Guy Jones, Ray Morgan, Herman Eppler, Ron Butler, Hank Munroe, Bill Dorresteyn, DeWitt Markham, Ken Allen Jim Johnston

Work in the Oakland District has been the best this summer. In the last four years the two months of August and September took the out-of-work list to a point where we found it difficult to supply orders for graders, scrapers, blades, trenching machines and oilers.

As the winter season comes on we find the work situation changing as it has in all prior years. The orders start to become less frequent and the out-of-work list starts to get larger.

Looking over the past few months we find many substantial contracts let after the months of July than the first half of 1973, and this will result in a pretty good winter for underground people. Plans are for most of the underground contractors to work all good days this winter because of the work load.

We find work at the Steel Mill in Niles is also affected in the same manner. They have been having trouble finding qualified overhead crane operators. At the mill, work is more year around than construction and we find many old timers there. This pushes the average years service at Pacific State Steel up to around 18 years. The brothers working there will receive another contract increase in November this year, and that contract has one year to go. We already have several ideas to better conditions for the brothers at that plant.

The Concerned Citizens Coalition in Alameda County is coming along very well. They have many worthwhile projects under way at this time. In October C.C.C. nominated their officers for the forthcoming year and also the district boards to work with local problems. Alameda County for C. C. C. purposes is divided into four sectors. They are Oakland and surrounding cities San Leandro-Hayward to Fremont and Livermore Valley. If there are any local issues around your neighborhood let the union office know and these matters can be taken up through C.C.C.

Our union is represented on that board and the Executive Committee. We are looking forward to all Local 3 members living in Alameda County joining this good group of employers, labor and businessmen. Contact your Oakland office for more information.

With the first rains moving in, the cry throughout Contra Costa County is, fill holes and grade to drain. That is all this old abode needs to keep it going into December (before it's saturated).

There have been a few new starts in the past few weeks. Both Pestana and Burdick Construction are working on the E.B.-M.U.D 66 inch water pipe in Lafayette. This is a tough one due to the limited right of way. This makes for close swing space, both for loading out the bottom dumps and dropping the pipe in.

Gordon Ball will probably be paved out in a few weeks to the 680-Highway 24 interchange and will continue to work the median on this stretch. They are right on with the sub grade on up 680 so their paving crew won't have much stand by.

Gallagher & Burk have finished most of the heavy dirt on their Moraga Country Club job, but there is much extra work to be done here, mostly detail stuff for the smaller equipment. They have another unit with good yardage here. No starting date at this time.

Joe Foster has moved in to his second unit on the Greenbrook spread. This crew is really moving the dirt. They are hogging the gravy with those 657's but that finish crew is bringing it in right behind them. So when they're finished brothers, they are finished.

Freeman Songroth seems to have moved into Southern Alameda County in force. Brother Joel Cardoza is just getting started on the Jackson Road Highway 92 job in Hayward. This will complete the last section of freeway from the San Mateo Bridge to Highway 17. This is a \$4.5 million award and should keep a few brothers busy for quite awhile.

Brother Frank Brumfield is trying to beat the rain on another freeway job on Boyce & Durham Road in Fremont. A long-time member Homer Milan is the blade man on this \$1.6 million job.

The third major Freeman job has Brother Mike Jorgensen watching over a \$600,000 site development including streets and parking lots at the New General Motors plant in Fremont.

General Motors is expanding its assembly line and will start building the Chevrolet Blazer with the \$8 million expansion. The Carl M. Swenson Company

is the prime contractor and is using many subs at this time. That forest of booms that can be seen working there include P & Z and Sante Fe Pomeroy drilling the bell holes for the foundation.

Charles S. Campanella is wrecking the old Herrera Buick building in Oakland. This building was built in 1922 and is being replaced by a Kaiser addition. Two 60-ton cranes with 9000 lb wrecking balls are presently doing the job. This building is and was a very beautiful building.

There is lots of demolition work in Oakland and Alameda. Bay Cities is presently knocking down a W.W. II warehouse and bomb shelter on Middle Har- See MORE FROM OAKLAND Page 16

Bro. Engineer Runs Guitar In Spare Time

Many operating engineers have unusual hobbies and many others have occupations apart from construction. Merrill Clark has combined the two and is having success as a country-western singer.

Clark, at 35 a 12-year member of Local 3, is due to release his fourth record, a single entitled "Walk Myself On Home." The record's flip-side is entitled "Jamie."

In addition to song writing and singing, Clark has his own recording-publishing company, Expand Records and Publishing.

Clark has been singing throughout the nation for 15 years and has made many appearances in Bay Area clubs and television. He plans to release an album of 12 of his own songs in the near future.

Anyone who is interested in purchasing Brother Clark's records may write to him at 938 The Alameda, San Jose, Calif. 95126.



MERRILL CLARK, operating engineer and country-western singer.

Obituaries

(Continued from Column 1)

Volpa, Frances—Deceased October 18, 1973
Deceased Wife of John Volpa
Volpa, Susa—Deceased October 18, 1973
Deceased Daughter of John Volpa
Wright, Cleo E.—Deceased October 4, 1973
Deceased Wife of Sidney Wright
Young, Dora Lee—Deceased October 2, 1973
Deceased Wife of Isaac B. Young

Personal Notes

FRESNO

Our sincere sympathies to the family and many friends of Brother C. L. "Mac" McPherson, recently deceased.

Also to Brother Tony Volpa, our condolences on the loss of his wife, Frances, and daughter, Susan, in an automobile accident.

SANTA ROSA

We are hoping for a speedy recovery of two of our brothers who were recently injured on their jobs, Brother Al Heimiller and apprentice Robert Hughes, and who are still hospitalized. Also to Brothers Jim Asbury and Cliff Jones, who both are home now recuperating from heart attacks. And to Cliff Jones we extend our deepest sympathy on the recent loss of his wife, Ellis.

MARYSVILLE

Deaths in this district the past month included the following brothers: Dan C. Johnson, Howard Meadors, John Slay, D. C. Clelland, and Wesley Wade Barkley. Our sincere sympathy to their families and friends.

Brother Charles Antrobus is presently in the Veterans Hospital in Martinez awaiting surgery. We will be glad to see him back in the Marysville area upon his recovery.

We recently received the following note from Mrs. Opal Meadors, wife of deceased Brother Howard Meadors: "Thank you for your kindness and sympathy. Your kind expression of sympathy is deeply appreciated and gratefully acknowledged."

STOCKTON-MODESTO

Brother Cecil Hash incurred multiple injuries when he was thrown off a hydraulic back-hoe he was operating. Also Brothers Ken Holland, Gerald Yoakum, Orbie Brooks, Wayne McBride and H. H. McBride were either ill or under a doctor's care. A speedy recovery is hoped for all.

Our deepest sympathies are extended to the families and friends of departed Brother Floyd Harper and to Brother Isaac Young on the loss of his wife, Dora Lee.

It is with deep regret that this office did not learn, until recently, of the serious on-the-job accident that Brother Robert O. Perry was involved in on July 13, 1972. Brother Perry has just applied for a disability pension and has expressed a desire to hear from his fellow engineers in the Modesto area. His address is 2241 Miller—Modesto, Ca. 95354. Telephone 209/529-9496.

SAN RAFAEL

We received a nice letter from Brother Yates Hammett who is now retired and living in Enoree, South Carolina. He says it is so peaceful and quiet there on the farm with only about two cars a day going by—quite different from the "rat race" on Highway 101. So if any of the brothers find themselves driving through Enoree, South Carolina, stop by and say hello.

Brother O. A. Cooper, another Local 3 retiree, has moved to Petaluma. Best wishes in your new mobile home.

Also to Brother Mel Geister who has moved from Marin to Sebastopol, best wishes in your new home.

As this goes to press, we are very concerned over Proposition E, the bond issue to bring more water to Marin County. It is imperative to the working man and his family, who work and live in this county, that Proposition E be passed so that the moratorium on water hookups can be eased and/or lifted.

Our thanks to Brother Duane Hope for his donation to our blood bank.

SAN JOSE

We would like to extend our condolences to the families of the following deceased members: C. D. Gill, Ray Derting, Ralph Marple, Charles Hodsdon, Harold B. Clark and Kenneth Aylesworth.

SACRAMENTO

We wish a speedy recovery to the following brother engineers who are in the hospital: Cecil Peach, John M. Ridge, Larry Roper.

Our deepest condolences and sincere sympathies go to the families of our brother engineers who passed away recently: William Mautino, Charles M. Lawson, Ellis R. Lynn, Raymond Hosford, Lawrence L. McElroy, Don F. Anderson, William O. Leavens, Benny N. Murrell, Henry E. Rolison, Walter A. Leaf, Joseph V. Downin, Eugene Andrus, Jack Pritchard.

We again appeal to the generosity of our brother engineers to donate blood so that we may keep our account replenished.

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE: 14-FT BOAT GLEN L DESIGN. 35 HP Johnson. 14 wheel thr. Exc. cond. \$700. Ken Downing, 415/581-2482. Reg. No. 0387121. 9-1.

FOR SALE: BEER BAR & RESTAURANT. lvg. qtrs. 2 plus acres, motel or tr set up. Nr ski areas, Hwy 88, 4000 ft. elev. Owner terms. Fr. 209/295-4901. Reg. No. 0388528. 9-1.

FOR SALE: 1971 12x60 CHAMPION TRAILER. lg bedrm, big lounge, bath & kitchen. Occupied only 4 mos. \$4,000. Tel. 415/228-1576. Reg. No. 1243029. 9-1.

FOR SALE: AUSTIN WESTERN GRADER H4050. Rear end out, parts or all for sale, or will buy rear end to fit this model. C. Gebhart, P.O. Box 395, Santa Cruz, Cal. 95061. Reg. No. 1229814. 9-1.

FOR SALE: NEW DEER RIFLE. automatic, by Ruger, 44 mag. Tel. 209/734-3846. Reg. No. 0595199. 9-1.

FOR SALE: 1968 FORD GALAXIE 390 eng. nr new tires, air. Exc. cond. 1,000. Ken Downing, 415/581-2482. Reg. No. 0387121. 9-1.

FOR SALE: FOUR 750 WATT GAS DRIVEN DELCO 12V lighting sets ideal for camper or boat, \$40 ea. Tel. \$4,000. Tel. 415/228-1576. Reg. No. 415/228-1576. Reg. No. 1243029. 9-1.

FOR SALE: GREASE GUN, AIR OPERATED, holds five gallons. Tel. 209/734-3846. Reg. No. 0595199. 9-1.

FOR SALE: 10x18-FT GREAT LAKES MOBILE HOME w/12x35 screen porch, washer, new carpet, \$3,500 or best offer. Call 415/344-5824. Reg. No. 0836875. 9-1.

FOR SALE OR TRADE: 40 SCENIC ACRES, Lake City, spring, oak & pines; 250 ft on Hwy 175 S. of Kelseyville. Want house and/or acreage nr Sacramento. C. B. Dow, P.O. Box 53, Petaluma, Cal. 94952. Reg. No. 0369082. 9-1.

FOR SALE: 18-FT. WIZARD CABIN CRUISER w/hd. 1971 85 HP Chrysler w/less than 15 hrs. Selma tilt thr. \$2,000. Pr. 916/991-6019. Reg. No. 0773001. 9-1.

FOR SALE: 1145 JOHN DEERE EQUIPMENT TRAILER, 12-T capacity, exc. cond. \$2,500. Vincent Penello, 558 Cypress Ave., Redwood City, Cal. 415/368-2253. Reg. No. 0915631. 9-1.

FOR SALE: WELDING TRUCK CHEV. 1 1/2-TON, new motor, Hobart welder, H. Murray 300 air compres., tool box, boom, wrench, H. Laney, 3849 S. Usry, Reedley, Cal. Call 209/638-4360. Reg. No. 0912018. 9-1.

FOR SALE: MANTI MOTEL, NINE UNITS, 3 bdrm brick home incl., \$85,000. Norman Clemens, Manti, Utah. Reg. No. 1238702. 9-1.

FOR SALE: 1970 HARLEY DAVIDSON MOTORCYCLE 76. Full dress. Call 408/724-3040 or write R. Wilson, 1168 Green Valley Rd., Watsonville, Ca. 95076. Reg. No. 1388899. 10-1.

27 ACRE SAND QUARRY, GILROY, CA. FOR LEASE. Entire mtn. 10c/ton royalty to owner. Lessee must have finance for equip. to operate. Mel Williams, 408/246-6620. Reg. No. 1414682. 10-1.

FOR SALE: RETIREMENT LOT FOR MOBILE HOME ON LAKE. Tennis crt., swim. pool, all util. at door. Copperopolis, Cal. priced right. Jesse Hardy, 617 E. 17 St., Kansas City, Mo. 64126. Reg. No. 0290556. 10-1.

FOR SALE: FLAIL MOWER w/p. hookup. Hydr. drive. \$250. 174 amp DC gas driven welder like new \$280. Ph. 916/885-1886. Reg. No. 1166574. 10-1.

WANTED: BACKHOE ATTACHMENT for Model 202 Massey Ferguson. Also Essick tandem vibrator roller 28 to 36" model. Call Andy Liranzo, 415/782-5177, Hayward. Reg. No. 1112931. 10-1.

FOR SALE: 1971 17' THUNDERBIRD TRI-HULL 115 HP Merc. motor, trailer, cover. \$2,700. G. Bedford, 2504 Noble Ave., Alameda, Ca. 415/521-2971. Reg. No. 0892645. 10-1.

FOR SALE: CAMPER TO GMC PICKUP 8' cabover camper \$1,000 assume \$2,800 Local 3 Credit Union loan. Mel Williams, 1181 Glen, San Jose, Ca. 95125. Reg. No. 1414682. 10-1.

FOR SALE: THREE AXLE EQUIP. TLR w/elect. brakes. Goose neck type w/5th whl hitch for 3/4 or one T pickup. 9 T capacity. Exc. cond. 916/885-1886. Reg. No. 1166574. 10-1.

FOR SALE: 1963 CHEVIE TRACTOR and 35 ft. trailer. Very good cond. Ph. 408/923-7720. Ted Amarillas, 680 Novak Dr., San Jose 95127. Reg. No. 0826783. 10-1.

FOR SALE: UTILITY BOXES FOR 6 FT. PICK UP BED \$250. 1954 GMC flatbed dump \$1,800. 1964 Int'l. flatbed dump \$2,800. Ph. 702/782-3530. Reg. No. 1115311. 10-1.

FOR SALE: 1970 TRAIL 80 YAMAHA DIRT BIKE. Elec. start, buddy seat, all extras. \$200. 3,000 miles. Ph. 916/331-5078. R. Revelle, 3615 Waynesburg Ln., N. Highlands, Cal. Reg. No. 1420233. 10-1.

FOR SALE: MACK 401 GAS MOTOR complete. \$400. Intl. Eaton Differential Drop Ins. \$25 ea. L. Mulhair, 97 Southridge Way, Daly City. 415/333-9006. Reg. No. 1547371. 10-1.

FOR SALE: LOWER LAKE, CAL. LARGE LEVEL LOT. Util. available. \$4,600. Will take late model compact car, partial pay cash. Harry Doolittle, 711 Old Canyon Rd., Fremont, Ca. Ph. 415/796-1531. Reg. No. 0563198. 10-1.

FOR SALE: IN AROMAS THREE BEDRM TWO BATH A.E.K. Carpets, drapes, firepl., patio, 2-car garage. 1,330 sq. ft. on half acre. \$27,000. K. Armer, 951 Scottslen Ct., San Jose, Ca. 408/265-6553. Reg. No. 1091245. 10-1.

FOR SALE: 750 KAWASAKI 73. Accessories, 85 mil.—new. \$1,495. Call 415/587-0282. Reg. No. 0865511. 10-1.

FOR SALE: BEAUTIFUL BLUE LAKE SPRINGS 1/3 ACRE PLUS, w/golf, tennis, ski, country club, condominiums, private home rentals. \$2,400 satisfies equity, balance @ \$50/mo. A. Reynolds, 3475 Ensalmio Ave., San Jose, Ca. 95118. 408/287-1398. Reg. No. 0282585. 10-1.

FOR SALE: 40 HP MERCURY MOTOR. \$200. J. Peralta, 534 Kearney St., El Cerrito, Ca. 94530. Ph. 415/525-8761. Reg. No. 1181669. 10-1.

FOR SALE: 1935 OLDSMOBILE TOURING SEDAN. Newly renovated engine. All original. \$1,000 or offer. Jim Wood, 740 Greenwood Ave., Broderick, Ph. 916/372-3735. Reg. No. 0899679. 10-1.

FOR SALE: 1971 SKI DOO OLYMPIC 335E w/elec. start & cover. Low hrs., like new, w/windshield, spare pts., tools, owner's manual. Perf. for beginners. Spec. price \$750. Rick Seim, 415/323-6733. Reg. No. 0977680. 10-1.

FOR SALE: A 3 in 1 BARGAIN! Weitz Blood Lines, Reg. Arabian mare, colt at side, bred back to a Risab Son for 1974 foaling. \$3,500 firm. 707/545-2746. Mark B. Rose, 416 Horn Ave., Santa Rosa, Ca. 95404. Reg. No. 1059628. 10-1.

DOUBLE BURIAL LOTS FOR SALE at Oak Hill Cemetery, Myrtle Lawn section, San Jose. Cost \$550, reasonable offer will be considered. A. Reynolds, 3475 Ensalmio Ave., San Jose, Ca. 95118. 408/287-1398. Reg. No. 0282585. 10-1.

FOR SALE: EQUIP. COMPLETE WELDING SHOP. Mig. Tig. & Gen. leads, pts., wire, rod, spot welder, cut off saw, drill press, compressors, tools block shears, etc. Will finance. 415/685-7670. Reg. No. 0763653. 10-1.

FOR SALE: MECHANIC'S TRUCK, one ton Chevy w/Braden wrench, brown light, vise, tool box, lights, etc. \$2,000. 12 ft. R.E.A. van, white GMC w/removable work bench \$500. Call 916/685-1749. Reg. No. 1022376. 10-1.

WANTED: GOOD USED CASE BACKHOE buckets 12 in, 18", 24" or 36". Call Ray, 415/757-5889. Reg. No. 1123505. 10-1.

FOR SALE: SUNSET DRILLING RIG & pull truck, 10, 12, 18" augers, reconditioned & painted. Phone 415/656-0846. Reg. No. 0603281. 10-1.

FOR SALE OR RENT: VIEW HOME in San Francisco, on Winfield Street. Owner Cleo Jones prefers to sell. Call 415/587-4212. Reg. No. 0950683. 10-1.

FOR SALE: 5 BEDROOM, 2 BATH split level, secluded, ocean view, fireplace, carpet, garages, half acre, \$34,500. L. Herrick, Rt. 2, Bx 75, Brookings, Ore. Ph. 503/469-4279. Reg. No. 1137643. 11-1.

FOR SALE: DIAMOND T DUMP TRUCK, \$1,500 sale or trade. Cummins Motor Crankshaft \$150. L. Mulhair, 97 Southridge Way, Daly City, Ca. Call 415/333-9006. Reg. No. 1547371. 11-1.

FOR SALE: 1967 FLEETWOOD MOBILE HOME, 12' x 60', comp. furnished. Landscaped, 2 Br. front kitchen, dbl awning, porches, shed, cooler, 20 cu ft freezer, \$6,500. E. Smith, 3000 Broadway, Sp. 47, Vallejo, Ca. 94590. Call 707/691-6261. Reg. No. 1420255. 11-1.

SELL OR TRADE: LOT VALUED AT \$7,500. 210' x 159'. Water, power, paved rd. 3 mi. to town. lg lake. Consider motor home, boat or \$6,000 cash. M. R. Hughes, 15602 Bowman Hillton Rd., Puyallup, Wash. 98371. Call 206/845-0272. Reg. No. 0657656. 11-1.

FOR SALE: 1971 24 FT REINELL HARDTOP, 215 OMC, sleeps 6, full canvas, dual batteries, head, bilge pump & blower, extras. \$5,800. Bill Miller, 415/534-3399 Oakland Cal. Reg. No. 0899417. 11-1.

FOR SALE: TRANSCIEVER, SWAN 500CX MODEL, all band, 5 frequencies, ex. cond. \$395. Will include AC PS & sell all for \$425. 2 new 6LQs & 2 spare tubes incl. Call Kenny, 415/386-6313 or write to 455-41st Ave., San Francisco, Cal. 94121. Reg. No. 0883769. 11-1.

FOR SALE: 56 F.W.D. 2 1/2 TON FLAT-BED dump, 30 T hyd. wood splitter, winch attached, new caps, exc. cond. L. Herrick, Rt. 2, Bx 75, Brookings, Ore. Ph. 503/469-4279. Reg. No. 1137643. 11-1.

FOR SALE: SECOND HAND MERCHANDISE, showcase, bric-a-brac in store operated as antique shop, \$1,000. Bud Watson, 1449 Portland, Albany, Ca. 94706. Reg. No. 0828819. 11-1.

FOR SALE: 1966 PONTIAC STATION WAGON, P/S, P/B, R/H, new steel belted tires, air cond., trans, rebuilt 10/73, new carb., fuel pump, hoses, cooling system just overhaul. \$800. E. Smith, 3000 Broadway, Sp. 47, Vallejo, Cal. 94590 or call 707/691-6261. Reg. No. 1420255. 11-1.

FOR SALE: 1967 CASCADE EXPANDO MOBILE HOME, 2 Br. 8 x 40. Exc. cond., w/furniture & kit. appliances. \$2,995. V. Burns, 22241 S. Garden Ave., Hayward, Ca. 94541. Call 415/783-3640. Reg. No. 058646. 11-1.

WANTED: 3-53 "JIMMY" DIESEL ENGINE. Must be rebuildable. J. Willis, 212 Persier St., Folsom, Cal. 95630. Reg. No. 1030467. 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 sidelines.

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.

NOTE FOR BETTER ADS

To receive more responses to your ads in the SWAP SHOP be sure to include your address in the ad. It will also be helpful if you check to see that your telephone number and all information is accurate before mailing in your ad request.

Engineers In Santa Rosa Have Vintage Year

By Russ Swanson, District Representative and Bob Wagnon & Stan McNulty, Business Representatives

Local vintners are claiming 1973 will be one of the best vintage years in history as the last of the grape harvest enters the fermenting tanks. However, the grape growers are one step behind in comparison to the work picture as the Santa Rosa area experiences its best year in memory.

Old man winter is starting to breath down our necks, and if the first sneeze was any indication, it promises to be a shut-down type winter. Lake County and Sonoma County were particularly hard hit, with power outages up to 14 hours. Downtown Lakeport had 75 to 100 massive

oak trees toppled in tornado fashion with extensive car and home damage. Most jobs in the area were not hit too hard; a few days of sun and wind and the rigs were rolling again.

Lange Bros. Construction is buttoning up various subdivisions and performing winter maintenance on crushers and hot plants. Mission Pipeline, Inc., is laying sewer pipe again after a brief shut-down; Ebert - Spartan Corp is doing the same right next door. Syar-Pacco JV is working with a reduced crew at Indian Valley Dam. Just over the mountain Huntington Bros. are attempting to beat the Eel with their rip-rap and slide stabilization below Lake Pillsbury. This difficult and dangerous job has a

perfect safety record, thanks to a lot of advance planning. Congratulations to Brother Richard Babbitt.

We would like to express our appreciation to those brothers who were in attendance at the Coastal Commission meeting held in Gualala. As you all know, the Coastal Commission has virtually stopped construction on the Mendocino and Sonoma Counties' coasts; an overflow crowd in opposition to their policies should have some effect in tempering their rather harsh decisions. An amusing side light to the meeting: Picture a very irate Sierra Club member being told he can't build on his lot at The Sea Ranch. Believe this is called "goosing the gander."

IMPORTANT

Detailed completion of this form will not only assure you of receiving your ENGINEERS NEWS each month, it will also assure you of receiving other important mail from your Local Union. Please fill out carefully and check closely before mailing.

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Clip and mail to Engineers News, 474 Valencia St., S. F., Calif. 94103
Incomplete forms will not be processed.



1973 MEETINGS SCHEDULE

1973 SCHEDULE OF
DISTRICT & SUB-DISTRICT MEETINGS

NOVEMBER		27	Sacramento, Tues., 8 p.m.
6	Stockton, Tues., 8 p.m.	30	Ogden, Fri., 8 p.m.
8	Oakland, Thurs., 8 p.m.	DECEMBER	
15	Watsonville, Thurs., 8 p.m.	1	Reno, Sat., 8 p.m.
20	Fresno, Tues., 8 p.m.	6	Santa Rosa, Thurs., 8 p.m.

DISTRICT AND SUB-DISTRICT MEETING PLACES

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

More from Oakland

(Continued from Page 14)

bor Rd. This building was built in 1939 and is heavily reinforced with steel and concrete. Tomas D. Echner is presently tearing out a 300-foot-long pier at Todd Ship yard.

Aggressive Erectors from Los Angeles are nearing completion of a container loading crane for Matson which had several brothers working for 60 days or more. That job went very well. Gallagher & Burk is paving the Oakland Post Office to the tune of \$624,000. There is some additional work like closed circuit television, lighting and communications for the sum of \$140,000 or more.

Ramirez is completing his job in Alameda. Scott Buttner is still plugging away at his job. These jobs have quite a few of the brothers working and will keep them working until the rains.

Sante Fe Pomeroy has several more piles to drive at Alameda Naval Air and this job will also

go until winter. Also, Silva pipeline is doing a lot of small pipe work and their jobs look promising up until the winter months. A new contractor, A. C. Wright, is presently doing a lot of television lines in Oakland along with Underground Construction. Kaiser is still setting steel on Kaiser Hospital parking building. Rigging International's job on Middle Harbor Road has held up.

Booms on loading and unloading containers cranes are in question regarding to strength of booms. Fitzmaurice's job off Market Street is moving at a good rate. Most of the grading work is done and they are working on curbs and sidewalks. Crane work in regards to Crane Rental is on the up-swing in this area.

Oliver DeSilva jobs are skimpy in the Oakland area. Rains stopped a few of the paving and grading jobs for a day or so. See MORE OAKLAND Column 4

415 / 431-5885

CREDIT UNION

OPERATING ENGINEERS LOCAL UNION No. 3

P. O. Box 689

San Francisco, California 94101

- ☐ I wish to join the credit union. Please send a membership card.
- ☐ I wish to join the credit union and apply for a loan. Please send forms for both.
- ☐ I am now a credit union member. Please send me loan application forms.
- ☐ I would like to receive the following information from my credit union. (Attach separate sheet if necessary).

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Address _____

City _____ State _____ Zip _____

Soc. Sec. No. _____ Phone _____

Business Offices and
Agents Phone Listing

DISTRICT 01—SAN FRANCISCO

Dispatch Office:
470 Valencia Street 94103
(Area 415) 431-5744
A. J. "Buck" Hope, Spec. Rep. 982-1182
Ralph Wilson, Dist. Rep. 756-1773
Walter Norris 447-5108
Job Steward & Safety Coordinator—
Jerry Martin 443-5285
Charles Snyder 479-2113
Jack Short 916/489-0681

DISTRICT 02—SAN RAFAEL

76 Belvedere Street 94901
(Area 415) 454-3565
Al Hansen 454-4035

DISTRICT 03—SAN MATEO

1527 South "B" 94402
(Area 415) 345-8237
Bill Parker 359-1680
Phillip Pruett 359-0385

DISTRICT 04—VALLEJO

404 Nebraska Street 94590
(Area 707) 644-2667
Aaron S. Smith 643-2972
Lee Adams 644-0893

DISTRICT 20—OAKLAND

1444 Webster Street 94612
(Area 415) 893-2120
Bob Mayfield, Dist. Rep. 926-0103
Herman Eppler,
Asst. Dist. Rep. 656-3587
Guy Jones 525-5055
Ray Morgan 828-2624
Ron Butler 686-0653
Henry P. Munroe 686-8016
Wm. Dorresteyn 223-1131
Dewitt Markham 939-7219
Ken Allen 707/255-1984
Jim Johnston 582-3305

DISTRICT 30—STOCKTON

2626 N. California 95204
(Area 209) 464-7687
Walter Talbot, Dist. Rep. 477-3210
Al McNamara 464-0706
Elvin Balatti 948-1742

DISTRICT 31—MODESTO

401 H. Street 95354 (Area 209) 522-0833
Bob Sheffield 522-2262

DISTRICT 40—EUREKA

2806 Broadway 95501
(Area 707) 443-7328
Ray Cooper, Dist. Rep. 443-1814
Eugene Lake 443-5843

DISTRICT 50—FRESNO

3121 East Olive 93702
(Area 209) 485-0611
Claude Odom, Dist. Rep. 439-4052
Bob Merriott 734-8696
Harold Smith 222-8333
Al Boyd 226-0154
Jerry Bennett 224-2758

DISTRICT 60—MARYSVILLE

1010 Eve Street 95901
(Area 916) 743-7321
Harold Huston, Dist. Rep. 742-1728
Alex Cellini 742-4395
Dan Senechal 673-5736
John Smith 743-6113

DISTRICT 70—REDDING

100 Lake Blvd. 96001
(Area 916) 241-0158
Ken Green, Dist. Rep. 347-4097
Robert Havenhill 241-3768

DISTRICT 80—SACRAMENTO

8580 Elder Creek Road 95828
(Area 916) 393-8480
Clem Hoover, Dist. Rep. 428-1458
Al Dalton 622-7078
Al Swan 487-5491
Mike Womack 933-0300
Dave Rea 624-3241
Ken Bowersmith 628-0459

DISTRICT 90—SAN JOSE

760 Emory Street 95110
(Area 408) 295-8788
Dick Bell, Dist. Rep. 415/359-8867
Mike Kravnick 266-7502
Jack Curtis 476-3824
Jack Bullard 476-1962
Tom Carter 779-3863
Bob Fleckenstein 449-0028
Stan Glick 916/488-8095
SALINAS, CAL. 408/422-1869

DISTRICT 10—SANTA ROSA

3900 Mayette 95405 (Area 707) 546-2487
Russell Swanson, Dist. Rep. 545-4414
Robert Wagnon 539-2821
Stanley McNulty 433-1567

NEVADA

DISTRICT 11—RENO

185 Martin Avenue 89502
(Area 702) 329-0236
Dale Beach, Dist. Rep. 882-6643
Lenny Fagg 635-2737
Paul Wise 882-1004
Dave Young 673-1769

UTAH

DISTRICT 12—SALT LAKE CITY

1958 W. N. Temple 84103
(Area 801) 532-6081
Tom Bills, Dist. Rep. 255-6515
Wayne Lassiter 487-2457

DISTRICT 13—PROVO

125 E. 300 South 84601
(Area 801) 373-8237
Lake Austin 374-0851
Dennis Wright 259-5522

DISTRICT 14—OGDEN

520 26th Street 84401
(Area 801) 399-1139
Rex Dougherty 621-1169
MOAB, UTAH 801/546-3658



Jerry Martin, Job Steward & Asst. Safety Director

JOB STEWARDS ACTIVATED

Week Ending October 19, 1973			Week Ending November 2, 1973		
Dist.	Name	Agent	Dist.	Name	Agent
11	Wayne F. Lambert	D. Beach	17	Luis P. Tejada	E. Punzalan
30	Jack Countryman	W. Talbot	17	Felix B. Gernal	E. Punzalan
			17	Ciriaco M. Agundo	E. Punzalan
			03	Bill Keller	A. J. Hope
			60	Olen Andy Anderson	H. Huston
			60	Walter A. Fincher	E. R. Bell
			90	William B. Cole	E. R. Bell
			90	Cruz Tapia	E. R. Bell

SAFETY COMMITTEEMEN ACTIVATED

Week Ending October 19, 1973			Week Ending November 2, 1973		
Dist.	Name	Agent	Dist.	Name	Agent
80	Dave G. Sheria	A. Swan	60	Walter A. Fincher	D. Senechal
			10	Edward Darvell	S. McNulty

More Oakland

(Continued from Column 2)

Fanfa and Mulloy are doing work on the water treatment plant on Grand Avenue in Oakland.

The majority of the shops in the Oakland area have been working a lot of long hours and they have ratified their new 7% raise package for the last year of the contract with the Equipment Dealers Association.

The brothers working under this agreement have the best wages and conditions of anyone else in the nation, doing the same type of work. This is due to the fine job of the negotiating committee.

We would like to see you all at the next district membership meeting.

Work has picked up quite a bit. Dirt work in Eastern Contra Costa County is rolling right along with Gordon H. Ball on widening of Highway 680 from Sycamore Valley Road to Willow Pass Road, Gallagher & Burk in Concord, Syar & Pacco on Highway 4 in Martinez and M.G.M. has hired a few brothers on their pipeline job.

Discovery Bay in Byron, with approximately 16 brothers on the job, still has a lot of dirt work to be done. Estimated cost will be \$100 million by the time the job is completed.

P.G.&E. has a new oil tank job in Pittsburg. We have American Bridge, Babcock & Wilcock, Norman Peterson and a few more contractors working there. We also have a \$48 million sewer disposal job which started September 1. As soon as they get rolling they will put quite a few of our brothers to work.

Granite Construction in Byron has 7½ miles of pipeline for P.G.&E., Gallagher & Burk's widening of Clayton Road in Concord is about 80 per cent completed. Oliver de Silva off Treat Boulevard in Concord has about 16 brothers moving a few thousand yards of dirt on a housing project.

There are quite a few small dirt jobs going on, most of which are moving right along to beat the rain. We are thankful that we have just about all of our brothers working now (out of the

DISTRICT 17—HONOLULU, HAWAII

2305 S. Beretania 96814
(Area 808) 949-0084
Harold Lewis, Dist. Rep. 395-5013
Wilfred Brown 455-9466
Wallace Lean 941-3456
Gordon McDonald 488-9876
Valentine K. Wessel (Hilo) 935-6187
William Crozier (Hilo) 949-0084
Richard Shuff 537-9847

DISTRICT 06—AGANA, GUAM

P.O. Box E-J 96910 749-9064
William Flores 746-1942
Virgilio Delin 746-6160
Estaqueo Punzalan 746-1018
Floro Jimenez 746-5942
Moises Flores 745-2427

Brother Leon "Bud" Wall is the job steward at United Concrete Pipe Corporation Plant in Pleasant Grove, Utah. He has been job steward for the past two years, employed by United Concrete Pipe Corp. for 16 years and a member of Operating Engineers Local Union No. 3 for 21 years.

As a side-line, Bud owns and operates a 25-acre apple orchard in Pleasant Grove.

Brother Wall and his wife, Betty, are the proud parents of five children: Sheri, 16; Janet, 13; Calvin, 11; Brenda, 6 and Chris, 2.

Oakland Hall). If the rain will just hold off for awhile it will be great.

Brothers, we still need blood. How about as soon as the rain hits that we all come in and donate a pint. None of us really know the need for blood until we need it for ourselves or our loved ones.

This season has been one of the best in history for the Rock, Sand & Gravel Plants. Many of the plants have been working two shifts, with others on 12-hour shifts.

Dumbarton-Quarry in Newark loaded out 44,000 tons in one week.

Hopefully, by the time this appears in print all the brothers working in this industry should have received their retroactive pay increase.

Work in the Testing Laboratories has been good throughout the season, with many of the brothers working lots of overtime as the employers are unable to find qualified inspectors to cover all the jobs.

Work is full speed ahead as everyone tries to beat the rain. Peterson & Simpson has started on the \$48 million expansion of the Contra Costa Sanitary District sewer plant at Martinez. Many contractors are working in close proximity and besides the C. Norman Peterson and Simpson joint venture crews, there are many men and much equipment from Winton Jones Co., Malcom Drilling, Joe Foster, Concord Crane and Peter Kiewit Co.

Syar and Harms are coming along well with their subdivision job in El Sobrante by Highway 4. Ball, Ball and Brosamer has finished the new spillway for the San Pablo reservoir. Over at the New Richmond bulk mail post office, Morrison & Knudsen is ready to erect the conveyors and machinery.