

"Freeze" Badly Hampered Negotiations

"Serving the men who move the earth!"

ENGINEERS NEWS

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



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Labor-Backed Bills Bring Holiday Cheer to 300,000 Californians

By JEFFREY LEITH,
Research Director, VOTE

Three hundred thousand California workers suffering on or off-the-job disabilities will benefit by a total of more than \$81 million, thanks to two more major State AFL-CIO-backed bills recently signed into law by Governor Ronald Reagan.

A third bill, which increased the maximum weekly benefit under the state's unemployment insurance program from \$65 to \$75, and which will improve jobless pay benefits by an estimated \$64.4 million for more than 500,000 California workers, was also recently signed into law by the Governor.

The State Labor Federation has hailed the bills as the "biggest hike in benefits since 1959," and Harry Finks, Vice-President and Director of Public Relations for the California Federation of Labor gave a reply as to why, with a Republican Governor, such labor bills were signed into law.

"Al Clem's relationship with Governor Reagan opened the door for California labor to discuss these bills with the Governor.

"Prior to the Executive Board Council meeting, Al Clem and John Henning (executive secretary-treasurer of the California Labor Federation, AFL-CIO), went to the Governor's house to discuss these bills."

John F. Henning commended Governor Reagan for signing the bills and credited legislators of both political parties "with putting the welfare of California's workers and the state's economy ahead of narrow partisan or special interest advantage in giving their overwhelming approval to the improvements in the state's workmen's compensation and disability insurance programs."

In speaking of Clem's access to Governor Reagan, Finks was referring to the fact that Clem, who is Business Manager and International Vice-President of the Operating Engineers Local No. 3, had voiced his personal support for the incumbent Governor during the 1970 campaign. Through Clem's endorsement, a stream of benefits for California Labor and, too, the Operating Engineers, has flowed from the Governor's office.

Although many unionists questioned Clem's support of Republican Reagan at the time, Clem emphasized that his support was a personal decision and that it was not incumbent upon the membership to follow his lead. However, Clem did state that he felt Reagan was



GOVERNOR RONALD D. REAGAN hands a signed copy of AB 486, a State AFL-CIO-backed bill boosting workmen's compensation benefits for more than 300,000 California workers by more than \$63 million, to John F. Henning, executive secretary-treasurer of the California Labor Federation, as Assemblyman Jack R. Fenton (D-Los Angeles), the bill's author, smiles his approval. The bill signing ceremony took place in the Governor's office recently.

"the best man for the job."

As a result of his decision, Clem was appointed to the State Transportation Board, where he sits as the lone Democrat and the lone labor leader among the Republican businessmen who comprise the membership of the Board.

"His appointment to the Board (State Transportation Board), was a great honor for Al and also the Engineers," said Finks. Finks, who addressed the staff of Local 3 at their December meeting, further stated: "I can personally remember having watched the progress of Al Clem from Business Agent to his present, highly successful position as Business Manager of Local 3 and International Vice President; and I can testify to the great cooperation he has given the entire labor movement in California — cooperation to all of labor, and especially to John Henning, our executive secretary."

At signing ceremonies in the Capitol, Henning praised Assembly Speaker Bob Moretti (D-Los Angeles), stating that it was Moretti who gave both of these bills, as well as the bill signed earlier boosting unemployment compensation benefits to \$75 a week, the necessary impetus in the legislative house or origin.

"Some 300,000 of California's

most hard-pressed citizens — workers permanently or temporarily disabled — will benefit directly from the legislation signed today.

In signing the bill, Governor Reagan said he was "extremely pleased that management and labor took it upon themselves to sit down and work out" this legislation. He said it was "the result of many long hours at the negotiating table by both organized labor and management," and praised both for "significantly improving California's workmen's compensation law."

The two measures are AB 486, the workmen's compensation bill authored by Assemblyman Jack R. Fenton (D-Los Angeles) (See LABOR-BACKED BILLS p. 10)

SEMI-ANNUAL MEETING
Recording - Corresponding Secretary T. J. "Tom" Stapleton has announced that the next Semi-Annual meeting will be held on Saturday, January 8, 1972, at 1:00 p.m., at the Marine Cooks & Stewards Auditorium, 350 Fremont Street, San Francisco.

IUOE DELEGATE ELECTION RULES ON PAGES 11 & 12

Despite Some Gains Many Issues Still Remain in Question

By AL CLEM
Business Manager

As everyone now knows in August of this year President Nixon set forth the Wage Price Freeze under Executive Order No. 11615. When the president made this pronouncement on August 14th the lot of the wage earner became increasingly difficult in order to achieve gains in wages which were deserved because of increases in productivity and because of the necessity of gaining lost ground caused by tremendous advances in the cost of living.

As far as Operating Engineers are concerned and particularly those who are employed in construction oriented work the groundwork for the wage price freeze had been laid in previous months when President Nixon announced under Executive Order No. 11588 the establishment of the Construction Industry



Stabilization Committee. The Construction Industry Stabilization Committee, however complicated it ended up being, has nevertheless worked efficiently on behalf of the Construction Industry. With the establishment of the Stabilization Committee a complex and time consuming procedure began in order to gain approval of increases. The Stabilization committee was established with John T. Dunlop as Chairman of the overall committee and D. Quinn Mills as Secretary. The committee itself functions as the final step of approval and all wage and fringe benefit increases are first approved through a craft board which is directly oriented to a particular craft union.

The complex criteria by which increases are judged includes (1) an examination of the proposed wages and fringe benefit increases, (2) a comparison of the proposed increases to other building and construction crafts within the same geographic areas in which the proposed increases will prevail and (3) a comparison of the proposed increases to geographic areas neighboring the jurisdiction within which the proposed increases are sought. Naturally it is time consuming to meet the committee's requirements and it is also time consuming to process an increase in wages and fringe benefits through the craft board for final approval at the upper level at the Construction Industry Stabilization Committee.

We have been successful in obtaining approval through the Stabilization committee of the agreements negotiated prior to the August 14 wage price freeze. However with the coming of the wage price freeze confusion has been the order of the day because the Administration has failed under the terms of the Executive order to establish an adequate mechanism for approval of wage increases. Also they have failed to set forth definitive criteria for wage increases during the 90 day period from August 14 to November 15, 1971.

Now however phase two of the wage price freeze has come upon us and we are still a little in the dark although 5.5 percent seems to be the target the administration desires for wage increases. However, if it seems this may be too low or inequitable in some cases we will bend every effort toward exceeding the 5.5 percent level when we deem it necessary in behalf of Operating Engineers wage and income levels.

In phase two a procedure has been established for our union which increases the complexity of wage approvals because we are submitting an agreement in some cases to both the Construction Industry Stabilization Committee and the Pay Board and/or the administrative arm which is the Internal Revenue Service. Hopefully within the near future Congress will act to clarify the phase two wage situation and perhaps they also will set down hard and fast rules for handling retroactive pay which has been a focal point of confusion throughout the wage freeze.

So as you can see brothers, the normally difficult and complicated procedures of wage and fringe benefit contract negotiations has become exceedingly more complicated, complex and difficult by the imposition of the executive orders which presently prevail throughout the country. Nevertheless we believe we will continue to make further advances for your pay envelope.

Regional Airport Plan Report Has Billion-Plus In Construction

By **BILL RELERFORD** DISTRICT REPRESENTATIVE & BUSINESS AGENTS **ROBERT BLAGG, GUY JONES, HERMAN EPPLER, MAY MORGAN, JOHN NORRIS** and **JAY VICTOR**

with the STOL facility, \$34.1 million.

DETAILS

Work in the Southern part of Alameda County has slowed to a crawl this winter. We can find several projects that are being worked on but little action on each one.

In this area we now have three large high school projects in action, the first is in Fremont and is about 50 per cent complete now, E. P. Lathrop is the contractor. The second is in Newark, located off Cedar Ave. and Mowry. This winter we see more action on this school than the others. At the present time Barnhart Construction is finishing some of the classrooms. The third will be Foothill High school located on Foothill Blvd. in Pleasanton. This job will be let in several contracts with a total estimated cost of \$4,500,000. The first contract has been let to Redgwick Construction Company to move the dirt and put in storm drainage. Some of the better days this winter we have had about 12 brothers working on that project. The C. Norman Peterson Company is finished with the water treatment plant located in the warm springs area of Fremont. We have had several brothers working on this project which has a covered reservoir. Also located on that project is Mission Pipeline who

have subcontracted all the underground.

Singer Housing Company have started to move many of the trees located at California Nursery in Niles future development. Singer has purchased this property and after clearing it will start building a new section of Townhouses.

The City of Fremont has plans to extend Paseo Padre Parkway between Walnut Ave. and Stevenson Blvd. This new road will connect the new city offices with Mowry Ave. Working on that job now is Silva Pipeline who are putting in the drainage system.

The work picture has slowed down considerably because of the inclement weather we've been having. However, there are quite a few small jobs that are still working when weather permits.

McGuire and Hester has several grading and paving jobs in the Martinez and Richmond area.

C. W. Roen has a water line job in the city of Martinez. They have 60 days to complete the job. It will keep two pipe crews working.

There is quite a little activity in the Shell Oil Refinery in Martinez. There are several contracting firms working as steadily as the weather permits.

(See MORE OAKLAND, p. 6)



Collectively Speaking with Al Clem

As this is the last issue of the *Engineers News* this year, I would like to reminisce about the happenings that affected the lives and the living conditions of every member of our union.

I need not tell most of you that the year 1971 has been a rather trying year for everyone working in construction and particularly the Operating Engineers. While we were able to go to the bargaining table and secure a satisfactory agreement that was ratified overwhelmingly, we still had the other hurdle to overcome, and that was getting it approved by the Construction Industry Stabilization Committee (CISC).

At the risk of repeating myself, we would like to draw your attention to the fact that Local 3's agreement was approved by this board long before any of the other basic crafts agreements were approved. This was brought about because we wasted no time in getting it to Washington to submit to the craft board and also that part of the negotiations were that the Employers would accompany us in recommending the agreements to the craft board.

After having done our homework with the craft board and securing their approval, we had one more hurdle and this was the getting it through the C.I.S.C. Here again we were extremely fortunate in having a man on this board of the stature of our General President, Hunter Wharton.

I would say to you that all of this tells a story. In many instances there are different opinions as to what political philosophy of many of these politicians but we must keep friends with both political parties and I can say to you that in most instances we do not agree with the political philosophy of many of these politicians but we must do what we think would accomplish the most good for the majority of the members of our union.

While we were able to get the A.G.C. and E.G.C.A. through the Construction Industry Stabilization Committee, we had considerable difficulty when it came to negotiate the Dredging Agreement, and here on behalf of the officers and members of Local 3, I would like to publicly express my appreciation for the cooperation that our members working in the dredging industry afforded us in the times that we were having difficulty in consummating an agreement.

We are now in bitter disagreement with the attorneys who represent the Bay Counties Land Surveyors Association where we found it even necessary to go so far as to ask some of the Brothers employed by this association to come off the jobs. This request was made in order that we could get the Employers to pay the wages that had been approved by the C.I.S.C. Again, on behalf of the officers and members of Local 3, we want to think them for the cooperation that they extended to us.

Every agreement that we negotiated this year including the Building Materials, Mining Agreement and the Shop Agreements, we were faced with the problems of not only having to negotiate with the Employers to secure an agreement which was satisfactory to our members, but we have to run it through the different boards in Washington to secure approval so that Employers can pay the wages and fringe benefits.

In addition to our problems in the negotiating field, we have other problems endeavoring to keep the ecologists convinced that there can be some construction jobs performed without upsetting the equilibrium of some of the birdwatchers and ecologists. In our endeavors to cool the fevered brows of these citizens who do not have the welfare of the country or the working people at heart, we have been extremely fortunate that many of our members have attended these hearings and given your representatives full support.

I think we are all interested in a certain amount of ecology but when it begins to get ridiculous and stop the progress of this great country of ours, I think it is time that we all banded together and participate collectively to keep a selfish group from stopping progress in this country.

Fortunately I was able to attend a few district meetings during the past month and visit with many of the Brothers. I attended an old-timers meeting in Oakland recently and met many friends who are enjoying the benefits secured for them by your officers at the collective bargaining table, namely the pension and the pensioned health and welfare.

It was brought rather forcibly to my attention that a number of the members in attendance at this meeting were not aware if they were a member of Local 3 or one of the locals making up Local 3 for 35 years or a member of the International for 40 years that they were entitled to a honorary card where it would not be necessary to pay any further dues.

(See MORE COLLECTIVELY SPEAKING, cols. 4 & 5)

Details of Bay Area regional airport plan which could involve construction of a new \$1-\$1.5 billion airport in the Gilroy-Hollister area or at Travis in Solano County, was explained at a public hearing here recently.

A 12-member Regional Airport Systems Study Committee of the Assn. of Bay Area Governments (ABAG) conducted the hearing at Kaiser Center Auditorium to acquaint the public with the amount of data that has been gathered by a \$587,500 airport study.

The report by ABAG's consultants, Bechtel Corp. of San Francisco, states that billion-dollar estimate would include rapid transit costs.

Capital costs are determined for 37 alternative airport projects at 20 different Bay Area airports. The alternatives represent different levels of aviation capacity and are based on 1971 costs with built-in inflation rates.

The report points out that total investment in San Francisco Airport to date totals about \$1 billion, while Oakland Airport's investment totals \$47 million, and San Jose's, \$5 million.

Eleven possible combinations of major airports development are listed and evolved from the committee's discussions. They include a broad range of possibilities for major new facilities in outlying areas such as joint use with the military of Travis Air Force Base in Solano or the Hollister site in San Benito County, and close-in, short-take-off-and-landing (STOL) proposals.

By 1985, it is expected that Santa Clara and Alameda Counties will generate the most air passengers and air cargo of the nine Bay Area counties. Cost for building a new airport in the South Bay to meet this demand was put at above \$750 million, but Bechtel points out that rapid transit costs may have to be added to the sum. Transit costs were estimated at \$20 million per mile with each airport connection costing \$50 million.

The report, "Capital Cost Analysis of Airport Alternatives" says that capital cost for expansion plans for the 11 general aviation or private plane airports would run more than \$4.7 million.

Mose expensive general aviation project would be Stage I of a possible Richmond airport which would probably be located within the city's inner harbor three-quarters of a mile west of Point Isabella. If it provides parallel runways it could be used for STOL commercial aircraft; Stage I's cost was pegged at \$17.8 million and

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More Collectively Speaking

(Cont. from Cols. 1 & 2)

There will be a number of these honorary cards presented at the Semi-Annual Meeting on Saturday, January 8, 1972 at the Marine Cooks and Stewards Union, 350 Fremont Street, San Francisco. To those old-timers who can attend, we are looking forward to seeing you at this meeting as well as many other members who will be in attendance.

During the past month we dedicated our building in Guam where the Lieutenant Governor spoke very highly of your Local Union and thanked us for being aboard.

I attended the General Executive Board Meeting in Washington and found that in talking to people in attendance that all of the local unions throughout the United States and Canada have problems and many of them are more complex than ours in Local 3.

We held a staff meeting in San Francisco on Saturday, December 18 where all the agents and dispatchers from the mainland were in attendance. Mr. C. W. Sweeney, Administrator, C. W. Sweeney & Co., explained the problems in the health and welfare and Mr. Robert Monahan, Manager of the Visual Aids Association was present to explain to the agents the procedure on handling their claims. Also in attendance was Mr. Harry Finks, Vice President and Director of Public Relations of the California Labor Federation who presented us with a concise report as to the activities of Governor Reagan and the legislature during the past session. The report will be published in this issue along with Brother Finks' comments.

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Work Stays Static In Stockton

By WALTER TALBOT, AL McNAMARA and BOB SHEFFIELD

This, our last report for 1971, affords us the opportunity of wishing each of you and your families a most joyous Christmas and prosperous New Year.

The past year was nearly average for this district in terms of the number of men dispatched as compared to the past few years. This was in spite of

the cut back of construction work due to the increased interest rates in the home building industry and the teamsters' strike in the construction industry. However, this past year would not have been nearly normal if it had not been for five separate contracts that were in progress at one time on Interstate 5 from the Stockton Deep Water Channel in downtown Stockton to Vernalis in the southeastern corner of San Joaquin County.

This now leaves approximately 15 miles of Interstate 5 yet to be constructed between Hammer Lane, five miles north of Stockton, to the Sacramento County line. This remaining portion, no doubt, will be let in two contracts, with the first one expected to be bid this February and the second, as yet, with no definite date. The indecision, by the State, on this 15-mile stretch that will complete Interstate 5 in this district, is due largely to the opposition that has been voiced over the construction of the Peripheral Canal, that was to have provided borrow material for the road bed. However, with the canal construction delayed or even postponed indefinitely, the State does plan to call for bids in February for 6½ miles of the 15 miles remaining, which will extend the freeway from where it now ends at Hammer Lane to Highway 12 east of Lodi.

Ball-Granite are progressing according to schedule on the diversion tunnel, surge chamber and related work for the New Melones Dam project. All predictions now seem to favor a contract on the dam proper in 1972. The latest estimated federal cost of the project is over \$150 million, which, needless to say, will provide work for five years if Congress will make available the necessary appropriated funds.

The dam will be the second highest earthfill dam in the United States, topped only by Oroville Dam on the Feather River. It will rise 625 feet from the canyon floor, span 1,560 feet between the walls of Iron Canyon and contain nearly 16 million yards of embankment.

The reservoir will contain 2,400,000 acre feet of water backed up a distance of 24 miles from the dam with 100 miles of shoreline. About 20,000 acres of land are required in the reservoir area. Access roads to the construction site, temporary administration facilities and an overlook parking area were completed in 1967. The Ball-Granite contract for the di-

Equipment Dealer Pact Wins Ratification

By HAROLD HUSTON,
Auditor and District
Representative

EQUIPMENT DEALERS RATIFY NEW AGREEMENT: At a special called meeting with

the employees of Peterson Tractor Company and Williams and Lane Inc. the brothers overwhelmingly voted to approve their new agreement. We want to personally thank our Business Manager and International Vice-President, brother Al Clem and the rest of the Officers for the outstanding job they have done negotiating this agreement.

Brother Don Kinchloe, Treasurer and District Representative of the Oakland office and brother Bill Relford, Guard and Special Representative, read and explained the benefits negotiated for them. As soon as the new agreements are signed and printed, we will give to you brothers a copy of your new agreement. Thanks again, brothers, for taking time out to attend this very important meeting.

LOCAL NO. 3 BROTHER KENNETH BRAZIL WINS ELECTION: Brother Kenneth Brazil register no. 0516089 was elected as a member of the Olivehurst Public Utility District Board of Directors on the election held on November 2, 1971. This makes us feel very proud the way all the brothers worked in this District as a team to get our friend elected. The Operating Engineers represents all the employees in this bargaining unit 100 per cent. We have had excellent relationship with this Board in previous negotiations, and know this will strengthen this relationship for the negotiating committee. Brother Brazil is one of the best crane operators in the business and has been a member of Local No. 3 since July, 1946. He worked on the construction of several dams and

version tunnel was awarded in June 1970. Upon completion, New Melones Reservoir will become an integral part of the Central Valley Project and will be operated by the Bureau of Reclamation Department of the Interior.

T. & C. Construction Co. of Lodi was awarded the contract for site work at the Regional Occupation Center in Stockton. Excavation, compaction and re-filling of the site, bounded by Weber Avenue, Madison, Market and Van Buren Streets, will cost \$158,284 and take 90 days to complete.

H. Earl Parker and George Reed Co. were awarded the contract for \$403,796 to realign and pave a portion of O'Byrnes Ferry Road in Calaveras County.

In the Modesto area, the U.S. Corps of Engineers has awarded a \$658,059 contract to Claude Wood Co. of Lodi to build five miles of flood control levees along the west bank of the San Joaquin River in Stanislaus County. The work, between Crow's Landing Bridge in the south and Patterson Bridge in the north, will consist of clearing, waste excavation, levee embankment, stone protection, road surfacing and concrete work.

powerhouses in the Feather River Canyon above Oroville. Also operated a crane on the missile bases that were built in this area. Peter Kiewit and Son's was his employer for several years, and he has worked with Guy F. Atkinson Company for the past three years. He has lived in Olivehurst since 1946, was married to his lovely wife, Annabel on February, 1943. For the period August 1943 through March 1946, he served in the United States Army. In talking to brother Brazil, he said he has seen Olivehurst grow from a population of 1500 to nearly 8000. He has always been interested in community affairs and feels he could do more for the community by being elected to the Board of Directors and is looking forward to the job that lies ahead.

SEASONS WARMEST GREETINGS: On behalf of your business representatives and personnel who work for you out of the Marysville District Office, we express to you our deep appreciation for the courtesy and cooperation all of you have given to us during the past year. We wish all the brothers and their families a happy Thanksgiving, Merry Christmas and a happy New Year.

COUNTY OF YUBA SUPERVISOR MAILS LETTER ON MARYSVILLE DAM: As we have told you in previous articles, we have been working as a team in this district to get quick approval of the construction of the Marysville Dam. I received the following letter from Harold J. "Sam" Sperbeck, Yuba County Supervisor, 2nd District.

Sept. 3, 1971

"Dear Friend Harold:

"Thanks for sending me the Marysville Dam Stories. It was the best article I have yet seen on the project. We should have more of such material made available to the general public. For your information, I took the liberty of sending one to Tunney, Cranston, Leggett, Bizz Johnson, Moss and to a friend I have on each the Sacramento Bee, Union, Grass Valley Union and Colusa Times.

"I wish to congratulate the members of the Local Labor Movement for the stand on this issue.

Very truly yours,

Harold J. "Sam" Sperbeck"

BEWARE OF BOTULISM: I received a call from one of our good brother engineers, who told me he just got home from the hospital after spending twenty-one days there from eating an old can of apricots, which had spoiled. **It could have cost him his life!** If this article will make you and your family more cautious, it is well worth what I am attempting to achieve.

Do you know how to recognize "springer" and "flippers" when you encounter these danger signals? Clue: You meet them on your grocery shelves. They are signs of spoilage in canned foods. Knowing how to spot the symptoms of spoiled or contaminated canned foods can do a lot more than save you the cost of the food, when you find you have to dump it. It can stand between you and serious illness, even death.

You can't rely on your sense of smell and taste, no matter how keen, to detect tainted food. Botulism, the deadly poison that touched off the recent

nationwide hunt for contaminated vichyssoise, can be present without affecting odor or taste. When inspectors of the Food and Drug Administration launched their massive search for toxic cans, here's what they looked for to ferret out the potentially dangerous from among the thousands on the shelves. The first danger signal you're likely to recognize—the most obvious—is something wrong with the shape of the can. It bulges. A soft swell to the FDA inspectors, is a bulge that will give under the pressure of the fingers. A hard swell won't give, even when considerable force is applied. These are two of the symptoms that indicate the possibility of gas being generated inside the can, by fermentation or something more deadly.

Another is the "springer". Press on the top of the can, or the bottom and it goes in with a pop. Let up, and it pops out. Similar to the springer is the "flipper". The difference is that when you press on the top, it pops in and the bottom pops out—or vice versa. Any of these are indications of abnormal pressures within the can, and a warning that the contents may be spoiled or infected. Don't just put such a can back on the shelf; a less alert shopper may come to grief with it. Take it to the manager. If the affected area involves a dent in the seam, either around the top or down the side, the seam may have opened. A rust spot on the can? It may be harmless—but there's also the possibility that it was caused by a leak. Or, even more seriously, that unhealthful contents have turned highly acid, eating through the metal. The dented and begraggled-looking cans you frequently see in stores on a special table, marked down because of their appearance?

All right to go bargain hunting here if there's only water damage or a shallow dent. But if a can's badly dented or rusted, the buyer's taking on too much of a risk just to save a few pennies, in the opinion of the FDA expert.

PLANS TO BUILD YUBA CONTROL TOWER: Within the next year, an airport control tower, costing nearly \$300,000 is to be constructed at Yuba County Airport, according to plans of the Federal Aviation Administration. After hearing of the plans, Yuba County Supervisors yesterday agreed to lease the FAA, a 3,400 square foot site at the airport for the control tower. In addition, if FAA proceeds with its plans, the County will provide some installation of control lines, estimated to cost about \$2000. Airport Manager Robert Gould yesterday said the FAA, after making flight surveys, decided a control tower is necessary at the airport. It will be about 50 feet in height and cost about \$285,000. Gould said. The FAA will staff the tower with seven new employees with an annual payroll of about \$100,000, according to Gould. The lease with the FAA runs through June 30 of next year.

MARYSVILLE DISTRICT 60 OPERATING ENGINEERS BLOOD BANK:

Those giving blood: NONE PLACES & TIMES TO DONATE BLOOD:

Marysville—2nd Tuesday of month
Elks Lodge Basement
920 "D" Street
11:00 a.m. to 1:00 p.m.

2:00 p.m. to 6:00 p.m.
Oroville—1st Thursday of month
Medical Center Hospital
2676 Olive Highway
1:00 p.m. to 6:00 p.m.

By A. A. CELLINI,
Business Representative
WEST SIDE

Work on the west side is now moving along at a good pace. Granite Construction on Interstate 5 has been working some long hours, trying to complete the fourteen miles of freeway for the holiday rush. Once the freeway is opened, they will put their hot plant and crushing operation back to work so they can put the overlay of asphalt on Highway 99W and Route 20.

Huntington Brothers has all the sub grade finish on the Alder Spring road job and are now in the process of putting up their hot plant to complete the project. Butte Creek Rock is putting finishing touches on the frontage road project along Highway 99. They also have jobs going at Chico Airport, Paradise Pines and overlay work on streets in Chico.

Robinson Construction paving crew is still busy finishing street work at the Farm Labor Housing complex, also street work at the Chico Airport.

Clay Construction Company is paving Road P, in Willows, and other paving jobs in the Chico area.

In the near future, some canal work will be starting in the north west part of the district on the Tehama-Colusa Canal construction.

Lamon Construction is working on the addition at the Freemont Hospital in Yuba City.

By DAN SENECHAL
Business Representative
EAST OF THE FEATHER
RIVER AND MOUNTAIN
AREA

Excitement up the canyon: Hughes and Ladds' project on Highway 49 was the center of excitement this month when an air-track fell off the mountain on to the highway; no one was hurt, but the blade man sure got excited when he looked up in the sky and saw the huge air track falling from sixty feet up and land on the highway just in front of him. Just prior to this accident, Brother Wendell King was rolling a slope on a hill and broke a cable, consequently losing a sheepfoot forty feet to the river. Let's be careful, we have been lucky.

Finally completed: Sutherland Construction from Auburn has finally completed their Marysville Road job on the east side of Bullards' Bar. Compaction was the problem that plagued the project from the start. After dropping the grade and a session of meetings with the State, the project was sold. Baldwin Contracting from Marysville put the blacktop down in three days and completed the project. The Baldwin-Dubach Joint-Venture on Highway 65 is back in full swing. The 4.7 mile section will replace a portion of Highway 65. The project involves construction of four new freeway lanes from just south of the present Highway 65-70 junction, south of the intersection of south Beale Road and Highway 65 about three miles north of Wheatland. The road will be on a new alignment, west of the existing highway. C. K. Moseman has completed the interchange on Forty Mile Road and McGowan Road.

Lot-Splitting Plague Hits Central Valley

By **KEN GREEN** and
BOB HAVENHILL

Trinity County Supervisors have amended the county's zoning ordinance to control the splitting of large land parcels. Developers of so-called "recreational sub-divisions" in Trinity County have been selling 40-acre parcels which, because of their size, do not have to comply with county water source and sewage standards. Subsequently buyers could split up such 40-acre parcels and sell them off and still not have to comply with water and sewage quality standards. The uncontrolled lot-splitting can result in small, crowded lots with dense population and substandard water and sewage treatment services. This is basically the problem Central Valley is faced with at this time.



Ken Green

Bids will be open in October by the Federal Highway Commission on reconstruction of the west fork of Sulphur Creek on Hwy. 44 on the eastern side of Lassen Volcanic National Park.

The project involves removal of existing steel and concrete portions of the 214 foot bridge and replacement with new steel and concrete construction. The contract allows 190 days for completion with estimated cost of \$150,000.

J. F. Shea Co., Inc. has been awarded a contract for asphalt concrete jobs on Clear Creek, Deschutes and Dersch Roads. Shea was one of two companies to submit bids. North Valley Construction Company Redding was second.

Plans for a new access road to Mercy Hospital in Redding moved a step closer to actual construction this week. The Redding City Council decided Tuesday to participate in the project, estimated to cost as much as \$110,000. Mercy Hospital officials said the city's decision removed a complication that has held up the start of construction. They expect the project to be started in 30 days.

A commitment to build the road was assumed by the hospital when it was designated as the county's official, 24-hour emergency care center earlier this summer by the Shasta County Board of Supervisors.

The proposed road will have a long, sweeping grade in sharp contrast to the corkscrew turns of the present road, and will have an 8 per cent angle of ascent compared to the present 16 to 18 per cent. City participation will be limited to \$15,000 and will include furnishing asphalt paving, providing construction inspection and furnishing street lights. Plans call for an extension of Rosaline Street to Court Street for a distance of about 1,500 feet.

H. Earl Parker of Marysville has been awarded a contract for slope protection on the Tehama-Colusa Canal. At the present time, the company is working on the Sacramento River four miles south of Dairyville in the Hickman site. The work includes building up the banks of the river and placement of riprap rock.

The J. F. Shea Company has all but completed the Ewing Dam project in Hayfork. This has been a good project for the 22 brother engineers that had an opportunity to work on it. Through a comedy of errors, it has almost taken a year to begin the work but once the stumbling block of getting the core material OK's by the county inspector, the dam has moved along at a very rapid pace. The old gold dredged tailings around Hayfork are being used on the dam with a clay core which is being excavated at the site.

Project Manager Sam Martinelli says he expects to work right through the Winter on this job, except during the severe blizzards when the lack of visibility might be dangerous. The Brothers on this job had better get some real long johns cause it will probably get down to 10 below zero up there.

J. F. Shea Lake Shastina job is going good and should work right through the Winter also, and being in the "Banana Belt" of Siskiyou County the temperature will probably not get below 5 below zero. Brothers Walt Eagleman and Clarence Wallers are the Stewards on this job.

Siemens Contracting Inc., and John Dellis Inc., have wound up on the Lake Shastina Golf Course. It is a beautiful course and the only Championship Course in this area. Brother Wm. (Whitey) Wardell was the "Hauncho" for John Dellis and Bro. Rogetr Friesen was "Ramrod" for Siemens; both Contractors do golf course construction all over the world; but say they get much higher skilled and competent operators when they work in Local 3's jurisdiction.

Brother Al Lange of Lange Brothers Construction Company can finally see bottom on his Hwy. 89 job near Pondosa. They have all the detours in and hope to have sub-grade made before the end of October.

The early storm last month sure has put the contractors in high gear in this area. They are going at full speed to put their jobs in shape for a long, cold, wet winter. We would like to acknowledge the efforts of the Job Stewards and Safety Committeemen in this area. Their dedication to Local 3 and their concern for the safety of their fellow employees is certainly appreciated.

Hughes & Ladd Company, Inc., is winding down on their Hwy. 5 job at Lakehead. They have cut back to one shift and are employing 21 Engineers. Superintendent Harold (Jiggs) Geist has run into a real problem with the S.P.R.R. because he cannot remove the old railroad bridge and make the tie bridge.

Fred (Gyppo) Doyle is heading up J. F. Sheas slide repair job near O'Brien and has had his share of problems with the resident inspector. Brother Lee Ellison is the stake puncher and steward on this job and said they have handled the material so many times they've just about wore it out.

Gordon H. Ball Hiway 5 job at Weed is in full swing. We have four good men as Stewards on this job, they are Wes Kinney, Len Terry, Marvin Boswell and Louis (Big Lou) Bigham.

Thomas E. Davis Inc., was successful bidder on the Hwy.



KIMBERLY CLARK has just recently completed their pulp digester in Anderson. Brother Harold Stevenson, the operator on the 4,000 Manitowoc, set the first section of the 96 ton digester in approximately 1 hour and 20 minutes. Universal Crane and Rigging spent four days just trying to rig the apparatus. The second stage of the vessel at its highest point was 165 feet in the air and weighed 86 tons. Brother Stevenson was handling the vessel with 185 feet of stick. Crookshanks, Foreman for Universal Crane and Rigging, was so pleased with Sam Jennigan and Harold Stevenson that he took them on to Martinez to the Shell Oil Plant where they had a similar vessel to set.

299 widening job east of Fall River Mills.

O'Hair Construction Company is rocking their job at Lookout and should be wound up by early November.

Peter Kiewit & Sons' Inc., have finished their (Hwy. 395) job in Alturas and have moved the equipment and most of the operators to Oregon and Montana.

W. H. Linderman & Sons have finished the (Hwy. 395) bridge job in downtown Alturas and are looking forward to their next contract.

Shirley Brothers Inc., and E. J. Colley Construction Inc., are trying to beat old man Winter on the Cal-Pines Sub-Division in Modoc County. Most of the Brothers up there are pulling down some very fat pay checks.

Speaking of fat paychecks, Iverson Construction Company is working six tens to seven twelves on their Red Mountain transmission tower job. The "little" storm last month dropped eighteen inches of snow on that job and did a good job of "spooking" Superintendent Ken Olson.

We wish to extend our sincere condolences to Brother Vic Santino on the tragic loss of his Son in an amusement park accident in Southern California.

The State Highway Commission has allocated \$600,000 for construction of an interchange at Highway 44 and Airport Road east of Redding. The in-

tersection has been the site of a number of accidents. Work on the interchange will begin in the latter part of '72.

Also allocated was \$7.5 million for construction of 8.13 miles of Interstate 5 freeway in the Hornbrook area in Siskiyou County. The project includes construction of a new agricultural inspection station, with \$138,000 of the cost being contributed by the State Department of Agriculture. Completion of this project will eliminate the last portion of two-lane road on Interstate 5 from Redding north to the Canadian border.

The State Highway Commission's 1972-73 budget provides funds for three key highway projects in Siskiyou County. An additional \$6,280,000 has been allocated for completion of traffic interchanges and a railroad overpass on Interstate 5 freeway between Weed and Mount Shasta.

The estimated total cost of the 8.7 mile project is \$11,505,000, of which \$4,770,000 had been budgeted for this fiscal year. The commission budgeted \$3,702,000 for converting the existing two-lane Interstate 5 expressway from the Hornbrook and the Oregon line into four lane freeway. Estimated total cost of the 6.8 mile project is \$7,502,000.

Congressman Harold T. "Bizz" Johnson representing Northern California has announced the award of a \$158,

649 contract for reconstruction of a bridge over Sulphur Creek in Lassen Volcanic National Park. The work will be done by W. H. Lindeman & Sons' of Red Bluff, in accordance with the National Park Service contract. The contract calls for removing the existing concrete superstructure, stringers and floor beams and adding 2 steel girders and construction of a new concrete superstructure.

The State of California has approved the relocation of Rt. 36 between Paynes Creek and Dales Station. The new alignment leaves existing highway near Sheep Gulch and passes to the south of the community of Dales. It then proceeds easterly into Paynes Creek Canyon, closely paralleling the existing highway.

The new route will swing back and forth across the existing highway all the way to about one mile west of the community of Paynes Creek. This project is scheduled to be let in the Spring of 1972.

Repeated requests for assistance by residents have finally resulted with a federal allocation before the coming rainy season.

The Division of Hiways is currently working on the design of a new traffic interchange for the City of Dunsmuir. It is expected to run in the \$600,000 bracket. This interchange has been sorely needed for several years and will greatly be appreciated by the motorists in that area.

Money has been allocated for the clearing of Hiway 44 from Shingletown to Lassen Park. Many accidents have occurred in this area due to the close proximity of the big trees to the roadway. They are clearing a buffer zone of 30 feet on each side of the hiway for a recovery area so motorists will have a better chance to avoid hitting the many deer in the area.

Gordon H. Ball, Inc., has decided not to try to work through the winter on their Hiway 5 job at Mead. They went through a small storm in October that had the men ready to go home because of the extreme cold and poor visibility. When the temperature drops to 15 degrees and the wind blows at 40 mph, brother you would be ready to go home too.

Shirley Brothers Inc., is putting the finishing touches on the Cal-Pines Sub-Division in Alturas. E. J. Colley Construction did the grading and O'Hair Construction did the paving. Shirley Brothers did the underground. This Sub-Division and the Sub-Division at Lake Shastina near Weed are probably two of the most beautiful Sub-Divisions in California.

Hughes and Ladd, Inc., has buttoned up for the winter on their Hiway 5 job at Lakehead and will be back in the Spring to finish up.

Teichert Construction Company is trying to get the clearing finished this year on their Dana Road job in Eastern Shasta County because of the ban on burning effective 1-1-72. Beginning then all debris will have to be either buried or hauled off. Pittsburg Des. Moines Steel Company has finished their water tank job at Lake Shastina with the above assistance of Brother Royal John on the Whirley Crane.

Teichert Construction Company, Inc. is going ahead on their underground job for the new Redding Mall.

(See MORE REDDING, p. 16)

Santa Rosa Area Should Have Great Year in '72

By **RUSS SWANSON** and **BOB WAGNON**
SANTA ROSA-REDWOOD EMPIRE

As our winter rains set in we look back over our work year and we can say that we had a beehive of activity in the latter part of the year. Looking forward to our year of '72 we anticipate a lot of activity in construction field.



Russell Swanson

Again, we'll have to ask you Brother Engineers to get behind our County and State officials on some of the projects that are in the offing: No. 1—the Sonoma-Marin Water Aqueduct, which is a \$115,000,000 project, scheduled to start in 1972. It has already been passed by the Sonoma County Board of Supervisors and is sorely needed by both counties for anticipated growth in population and development.

The water system, at the present time, is running at full capacity and without this any further development will be curtailed. Some groups, however, namely conservationists, would prefer to live in the "horse and buggy" days and stymie this project.

No. 2—P. G. & E. is running into all types of problems while waiting for the green light "go ahead" on its \$500,000,000 plus atomic energy power plant on the southern Mendocino County coast at Point Arena. Atomic power has been proven to be about the cleanest way to make electricity in our modern era. It produces no noise, air pollution or other detrimental environmental effects. Again the conservationists are doing their best to stop a project. They claim it will heat the water in the ocean, will emit radiation and other deterrents. However, this is one of the finest methods of producing power and has been scientifically proven.

No. 3—Bodega Harbor is a land development. The first phase has already gone to bid and would be a boon to the city of Bodega Bay if allowed to proceed. It is not a wilderness project, it is part of a city project. There will be harbor development, marinas, sewer treatment plants and water development, plus over 1,600 new home sites, when the complete project is finished.

There were two and a half years of feasibility studies done by the Trans Century Co. prior to the permit being issued. After numerous hearings this job got the "green light." The environmentalists and conservationists are doing their utmost to stop this before it really gets started.

Again, Brothers, we ask you to speak out against these groups that are attempting to put the construction industry out of business.

NAPA COUNTY—With the subdivisions in and around the city of Napa and highway work on Hwy. 29, and more to come in the spring of '72, we foresee more employment for Napa County than we have had in past years. Slinsen Const. Co. and also Soiland of Napa have kept a good number of Brothers busy throughout the year and will have carry-over work for the coming year.

LAKE COUNTY—The Gordon Ball Co. is about finished with the nine and one half mile, four lane freeway job, by-passing Lakeport, but should have some work on the finishing stages for the spring of '72. Also, in northeastern Lake County, on the Indian Valley Dam, Huntington Bros. from Napa are busy doing the spillway excavation and the clearing for the dam. The main bid on the Indian Valley Dam is to be let in March of '72, which will be around \$5,000,000. At Clearlake Highlands the sewer and water project, which amounts to about \$2,000,000, will get under way this winter. For the city of Middletown a \$250,000 underground job, comprised of sewer and water development, also to be worked on this winter. The bonds have already been sold for the Nice-Lucerne sewer and water project and this job is to be advertised for bids in the early spring. The A. B. Siri Co. was the successful bidder for the Scott's Valley highway job out of Lakeport. So, as you can see, Lake County looks good for the coming year.

MENDOCINO COUNTY—Work in Mendocino County has been moderately light throughout this year but should look up some in '72. Several overlay jobs in the offing, plus another year at Brooktrails at Willits. Remco Hydraulics has called back some of their men and is running on an overtime basis at the present time. After talking to management, their anticipation of steadying off, after some ups and downs, is very encouraging.

SONOMA COUNTY—Warm Springs Dam, our largest project in Sonoma County, has about \$10,000,000 under contract at the present time. On road relocation and bridge work there is supposed to be another allocation of money for the next fiscal year, however the main portion of the dam will not go to bid until 1973, which will be about \$50,000,000. The Healdsburg to Geyserville freeway job is to be advertised for bids in April of 1972, if it isn't pulled out of the State Highway budget again. So, as you can see from the anticipated work, if everything comes through as expected work in the Redwood Empire for '72 should be a very productive one.

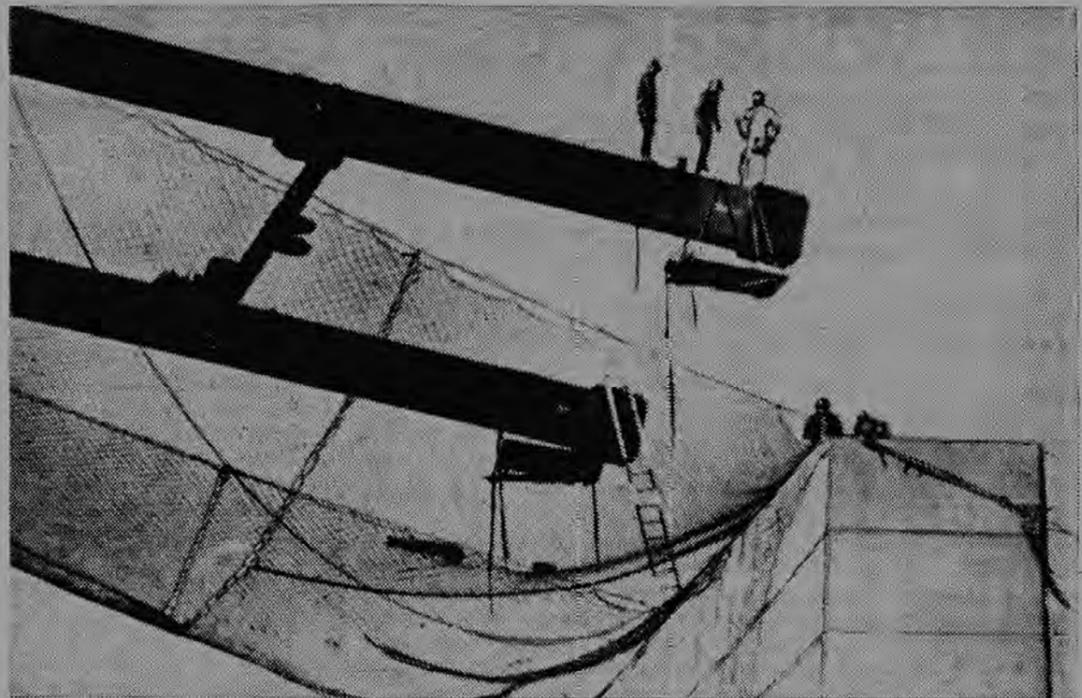
Our very best wishes for a Happy Holiday Season to you and your families from Russ Swanson, Bob Wagon, Pat O'Connell and Alice Sutton.

Job Stewards Safety Committeemen

By **FRAN WALKER**, Trustee

JOB STEWARDS APPOINTED		
Dist.	Name	Agent
20	Tom Bullerfield	Tom Carter
99	Ray A. Piatti	Jay Victor
Week Ending October 22, 1971		
90	Wm. Miller	Jay Victor
12	Bryce Christensen	Geo. Morgan
12	Alan Cottam	Geo. Morgan
12	Bert Hanson	Geo. Morgan
Week Ending October 29, 1971		
20	Bob Tucker	John Norris
79	Herbert Lyiken	Bob Havenhill
90	John Rodgers	Jack Bullard
Week Ending November 5, 1971		
30	O. H. Cooley	Bob Sheffield
30	Chas E. Kizar	Bob Sheffield
10	Wm. Adams	Robt. Wagon
Week Ending November 12, 1971		
20	Jack Jackson	John Norris
90	Harry L. Beliciff, Jr.	Jay Victor
90	Dick Whitewing	Jack Bullard
Week Ending November 19, 1971		
01	Thomas G. Findlay	Guy Jones
06	Teofilo Biado	Michael Pope
90	William E. Best	Ralph Wilson
80	Grant W. Bye, Jr.	Al Dalton
80	George Smisek	Al Dalton
Week Ending November 26, 1971		
30	Arion Farmer	W. Talbot
31	Edward J. Fisher	Bob Sheffield
10	Dwaine Alawaine	Bob Wagon
10	Clyde Anderson	Bob Wagon
10	Floyd E. Webb	Russ Swanson

(Continued on Page 15)



HIGH STEEL HANGING is the order of the day on the Auburn-Forest Hill Bridge now under construction. Williamette Western Corp. is handling the steel erection and 40,000 man hours have been worked to date without a serious accident. This job started in May of 1971 and 2,000 tons have been erected to date. The steel erection will be completed in April of 1972 and the bridge will be completed in October of 1972. There are a total of 7,200 tons of structural steel in this job. At peak, 48 men are to be employed. The bridge back spans at 639 feet, center span is 862 feet and the height above the river is 730 feet. The bridge is cantilever construction. The erection crane on the job is a 4000 Manitowack 130 ton capacity.

Stalled Highway Projects Are Due to Move in Fresno Area

By **CLAUDE ODOM**, **BOB MERRIOTT** and **HAROLD C. SMITH**

\$81 MILLION IN FRESNO FREEWAY PROJECTS WILL GET ROLLING:

After five years, \$81 million in construction costs and lots of frustration and controversy, the Fresno district of the California Division of Highways is on the verge of re-summing several stalled construction projects.



Claude Odom

Sometime in January, the 166 miles of Interstate 5, the Westside Freeway or I5, which traversed the west side of the San Joaquin Valley, should be completed to the Merced County line.

Since 1966, more than half of the annual highway appropriations for the valley's five counties has been poured into the highway. Robert Ramey, Fresno district engineer, said about 60 per cent, or \$16 million a year has been spent on the multilaned, high-speed freeway, which ultimately will run from the Mexican to the Oregon borders.

Even when the stretch in Fresno's District VI is completed, it still will be some time before motorists can drive north beyond the Merced line because the link between there and State Route 152 west of Los Banos may not be completed until next spring.

The latter project is being administered by the Stockton district headquarters and involves new construction of 18.6 miles of freeway at a cost of \$7.5 million.

Ramey said the biggest chunk of the money to be released when it is completed will be spent in Fresno County. The Freeway 41 section through the Fresno urban area will get top priority.

Some Kern County freeways, long held in abeyance, also will

start to move, and engineers plan to start correcting some of the 660-miles of defective highways in District VI.

Freeway 41 will get under way next June, barring unforeseen contingencies, he said.

Traffic experts expect about 5,000 vehicles a day will use that portion of Interstate 5 between Route 152 and McKittrick in Kern County. A total of 13,000 vehicles a day will use the freeway by 1975, the US Bureau of Transportation reports.

Fresno County estimated in 1967 that it was obligated to spend some \$4.5 million through 1975 in improving access to the freeway via Russell, Nees, Manning and Kamm Avenues.

Interstate 5 is the highway's official designation, but it very likely will continue to be known as the Westside Freeway, the name given it when it first was proposed and turned down by the legislature as impractical and not economically feasible more than 42 years ago.

The legislature, which authorized construction in 1956, also turned down proposed names of the Apollo Freeway and the Governor's Freeway.

Gordon H. Ball on their Master Drain job in Los Banos has finished with their trimmer and liner and have moved their batch plant out. They still have a lot of work to do and should be finished about the first of the year. The contract for the south end of the Master Drain should be let in February 1972.

The Flintkote Company has been working 9 to 14 hours a day trying to get the shoulders finished on Interstate 5 before the rains set in.

R & D Watson has finished their job at Huntington Lake and have moved part of their equipment to their Madera yard.

American Paving has about 50 per cent of their job on Jensen Avenue finished. Hunsaker Construction has started the overcrossing at Highway 41 and Jensen Avenue. This job will last until early summer of 1972.

Gene Richards Paving of Fresno was awarded a contract of \$89,284 to resurface Avenue 12 from Highway 99 to Highway 145.

Certified Pipe of Fresno was awarded a contract of \$91,809 to construct storm drain facilities in the Fresno-Clovis area.

A \$10,905 contract was awarded to A-1 Concrete to construct curbs, gutters and driveways on Carol Avenue in Merced.

The National Park Service has awarded a contract of \$789,536 to Great Valley Construction Company of Fresno to pave 17 miles of the Wawona Tunnel Road in Yosemite.

Owl Slip Form Paving is almost through with their paving job on Interstate 5 at Kettleman City. This is the job that runs from Highway 41 south to the Kern County line. L. D. Folsom will be paving the shoulders and ramps, and R. Fulton will be doing the cleanup.

Craftsman Construction is finished with the Montgomery Ward building in Visalia. American Paving is almost finished paving the parking area. The store is scheduled to be opened before the first of the year.

J. M. Covington is finished with their pipeline job from the San Luis Canal to Avenal. W. M. Lyles is building the pump station near the canal for this project.

Pacific Western has stated their Highway 63 job will go from Visalia to Cutler.

ARB, Inc. Pipeline Construction is busy on their Shell Oil pipeline job from the Coalinga area to Shafter. There are 12 engineers on this job. ARB also has a small job in Tulare.

E. H. Haskell is all finished with the concrete paving on the Goshen job and has an asphalt paving spread busy on the shoulders.

The Owl-Folsom Rock Co. crew is busy working 12 hours a day trying to keep up with the demand for rock, sand and gravel in the Coalinga area. At present they are supplying 54 miles of Interstate 5 Freeway with material along with smaller jobs in the area.

"If Winter Comes, Can Spring Be Far Behind!"

By ROBERT E. MAYFIELD, District Representative, JACK BULLARD, JACK CURTIS, MIKE KRAYNICK, TOM CARTER and JAY VICTOR, Business Representatives

As this article is being written, the over-due rain is now falling. After enjoying an excellent late summer and fall in the San Jose area, we now, no doubt, have an office with a bulging out of work list.

However, we anticipate a great deal of work to be let next year in these four

counties that heretofore have been dormant or been tabled for one reason or another. However, to such jobs as the State Highway 680 job at Milpitas, which should have its bid opening by the time this article reaches press and which should go for \$12 to \$15 million dollars, yet another hurdle looms. The Sierra Club and other so-called ecology groups have succeeded in getting injunctions on other bay area highway contracts which have forced job shut-down by some weak-kneed federal judge who bows down to certain pressure or militant groups. Most of these road projects are helping to alleviate our over-crowded highways and we need them considering our many sub-par highways that are just one big blood bath. Obviously, if we are going to be able to grow and progress and to move about, certain sections of road must be built. Brothers, we are certainly going to have to stick together and do a little protesting on our own behalf.

At our recent quarterly meeting, by a well-attended group in Watsonville, Brother Les Hodges, an old timer to this area, was overwhelmingly elected as the Election Committeeman for District 90, San Jose. This is to count the ballots at our International Convention, held in the spring of 1972, which is only around the corner. I would like to congratulate Mr. Hodges on his election.

Just a reminder to think about the elections that are upcoming in 1972. Exercise your democratic right and register to vote if you have not already done so; then, vote for the candidate or candidates of your choice.

By Jack Bullard

Santa Clara County West of Hwy. 17 and the Milpitas-Alviso Area

Ed and Maymie Soares aren't afraid to think big. Ed is the heavy duty repairman at Milpitas Materials. They have just returned from a 38-day flight and cruise through the South Pacific. They flew to Australia, then to New Zealand, and on to the Fiji Islands. From Suva in the Fijis, they sailed to Tonga, with that part of the cruise ending with Christmas in Tahiti. They flew back to Hawaii, spending New Year's Eve in Hilo. Ed's message to you is "Anyone can do it if they want to". He's probably right. I suppose there isn't too much difference in price between that trip and a new car.

Bill Anness was pinned between a roller and scraper at the intersection of Highway 17

and Highway 280. He has no broken bones, but he's moving pretty slow. He may be able to work by now, but he's had a hard time.

Diversified Builders is prime contractor on an industrial complex at Landess and Dempsey in Milpitas. Walter Ridge is project manager. Joe Griffin is ironworker for American Bridge, a sub on this job. Joe and Brother Al Clem worked together on the Bay Bridge. Brother Jim Whitman is running a ten-ton Galion 90 for Joe.

Some of the members working for Diversified are Casey O'Brien manning the welding machines, Gene Collins and Bill Lambert running fork lifts. Dick Weigel, Milt Taormino and Mike Fierros are here.

The grading and paving for Diversified is done by Brother Ken Baitenger of Ken's Blade Rental. His boy Dave is also an engineer on this job. Last time I saw Ken he was running one of the first 16 Cat blades near Elko for Industrial Construction. Other Brothers on this crew are Tom Burke, Jim Dokken, Roland Beaupre, Bill Birch, John Moore, Joel Garcia and Don Moore. Michael Erda is the apprentice. Denny Lord is the member inspecting the compaction for Testing Engineers.

Warner Yates' shop in San Jose has a new steward, Brother Dick Whitewing. This shop is on Terminal Avenue where we have members with Hoyt-Buettner John Deere, Hales Testing Laboratory and Peterson Tractor. Some of the members at Hales are Martin Sivil, his son Martin L. Sivil and Carl Bean.

Johnny Rodgers is the steward at the Kaiser Permanente Quarry. He got his feet wet in a hurry as several problems came up within the first two weeks. Lots of good support up there from both old and new hands. Some of the members are Mike Kimura, Gary Nolan, Danny Waters, Therman Holden and Montana Hutton. Jack Grogan got lazy and went to shifting up there for quite a while. Bud Pemberton has gone down to the yard crew with Cal Hogg, Ron Harris, Henry Juarez and Phil Hoen.

Leonard Hernandez has grown a mean looking beard down in the kiln area. Cal Ferrigno is steward. Says he doesn't mind Leonard's beard, mainly because he is on a different shift.

At the Permanente Rock Plant, Glenn Ward retired after 12 years' service. Glenn worked for years before that as an engineer in San Francisco. We wish him well in his retirement. He has always been a fine member to work with.

At the Foil Plant, we had a heavy layoff in the Four H area, with many long-time members laid off. This is the largest layoff anyone can remember. We are hopeful they resume production soon. The problem is general in the foil industry during this economic recession. We now have a better lunch facility in the Foil Plant.

Rod Houser, Kaiser Permanente Labor Relations representative, has transferred to the Cushenberry Plant in Southern California. Jerry Dowd, Personnel Manager will also transfer there soon. These men are on the other side of the labor-management fence. They are also honorable men

and able competitors. We wish them well.

Our union completed negotiations for the Equipment Dealers Agreement in early November. The members held a ratification meeting at the San Jose office. Bill Relford and Don Kinchloe presented the agreement to the members. We had members from Clark Equipment, Hoyt-Buettner John Deere and Peterson Tractor. The agreement is a fine piece of work and the members ratified it by a ratio of 5 to 1. The Clark members comprised the majority of the brothers present. McCarthy and Speisman just completed a dirt job near Hwy. 280 and Saratoga. It was an addition to the Strawberry complex. Chuck Marines is foreman; other operators are Ronnie Renfrow, George Marks, Chris Marines, O. W. McCrumb and Donald Anderson. Thomas Oliver, the apprentice, drives over from Oakland daily for this job.

We had a fine District Meeting in Watsonville on the 4th of November. Over a hundred members were present. Jim McMullen received his 25-year pin and we elected Les Hodges as election committee member.

Some of the members attending were Al Brossard, T. C. Doyle, and Roy Ford, Dale Holbrook and a number of Salinas brothers we were glad to see. One of the Salinas brothers I talked to was O. D. Hughes from Coastal Testing Lab.

Jay Victor, the agent in Southern Santa Clara County, reported collecting over 38,000 dollars in delinquent Health and Welfare payments for the members!

Regarding my duties in representing you—As you know, I have several basic functions in my service to you. One function is compelling the individual employer to enter into the short form construction agreement or "signing". A second function is responding to your reports of violations of the agreement.

Think this over then; getting these agreements signed is almost my first priority in representing us. I cannot enforce a violation of an agreement if the agreement is not signed by the employer. For this reason, there are those occasions when I cannot respond to your calls as I would like to. **We must have an agreement before I can enforce it.** The agreement lasts three years, so I won't be tied down to this duty again until 1974. Incidentally, another important function that takes time is the collection of delinquent Trust Fund monies. These funds are now \$1.99 per hour under the Construction Agreement. They vitally affect your vacation pay, health and welfare and retirement. When these monies are not paid, it affects you right where you live.

By Jack Curtis

Work in the Santa Cruz and Monterey Counties is good at this time.

Bogard Construction of Santa Cruz was low bidder at 3,268,000 on the new U.C.S.C.'s Kresge College. The new college will be two-story, built in 18 units around a central pedestrian mall. Some 650 students are expected to register.

A bid of 1.32 million for the third and final phase of Santa Cruz small craft harbor expansion project was accepted by port district commissioners. The low bidder was Traul-Wein Bros. of Southern California.

The contract calls for timber pilings to be used, in addition to platforms for comfort stations, sewer systems and base rock for the entrance road and parking lot. This project will start in December and is to be completed in 270 working days.

Milburn Construction Co., who had a late start on their Fort Ord freeway project, has the bulk of material moved. They moved their 651 scrapers to a new job in Southern California and will finish the excavating with Paddle Wheels, loaders and trucks. They still have the railroad re-location and structure work to do.

I would like to thank Harold Meadow—the foreman, Darrow Lewis—master mechanic and all the brothers on this job for their cooperation.

Granite Construction Co. is busy in all their divisions and have all their brother engineers working at this time.

We would like to extend a speedy recovery to Brother Ray Ushery who has been a lube engineer for Granite Construction in Monterey for the past 20 years.

By Jay Victor

At this writing, the work picture in my area has reached its peak. However, there is still quite a bit of activity throughout the area. The Hillsdale Rock Plant in Hollister is keeping several brothers busy with their operation there.

Paul Beck Construction has a street re-location job in the city of Hollister, which will employ several brothers for a number of weeks.

George Renz Construction has the grading on the new sub-division in Hollister. This job has kept engineers working since the settlement of the Teamsters' strike.

Granite Construction Co. of Watsonville has the grading and underground of the housing tract going in at Morgan Hill.

Kaiser has put up a new rock plant on the Gordon H. Ball job. This plant will employ 3 or 4 engineers for quite some time. Kaiser is also working 2 shifts at their plant out of Coyote.

About 95 per cent of the dirt has been moved on the Freeman Songroth freeway job. They still have quite a bit of dirt work to do on the over-passes, but this work won't be done until next year.

Gordon H. Ball had a fairly large lay-off due to lack of material, however I understand they are negotiating for a new borrow pit. This should be a loader and truck show due to the distance they have to haul the material. They do have a good size finish spread at this writing.

A. J. Ransch is doing finish work on their section of the freeway. This company has quite a number of small jobs in the area that are still in operation. They have also put up a portable rock plant in the Morgan Hill area.

L. C. Smith has the dirt work on the new complex going in on Blossom Hill road. This should keep several brothers working while the weather holds.

Murata Brothers Grading has the dirt work on a several hundred unit mobile home park going in east of Hwy. 17 and south of Milpitas.

Central Equipment have had their backhoes very busy, thus keeping several brothers on the payroll.

Steve Eachus Construction has been busy throughout the San Jose area with a small number of engineers employed. Their work is primarily underground and I hope this company continues to grow.

Ken's Blade Rentals have had their iron on the move in the San Jose area keeping a few engineers off the out of work list.

Boy Mayfield and I attended a safety meetings with the supervisory personnel of the Leo F. Piazza Co. In my opinion this was a very successful and informative meeting. I think attending this type of meeting helps develop a good working relationship and a line of communication between the contractor and the local. This company also has quite a bit of dirt work in the San Jose area.

Jack Farnum Demolition Co. of Campbell has been successful in bidding several demolition jobs in my area, steadily employing several engineers.

I would like to take this opportunity to thank all the members who attended and made the district meeting in Watsonville such a success.

This will be my last report in the San Jose area as I am being transferred to the Oakland area. I would personally like to thank the district representative, the agents and the office crew of District 90 for their talented assistance and guidance while I covered the southern area of San Jose.

With this I will close, wishing all members of Local 3 a Happy Holiday Season.

More Oakland

(Continued from Page 2)

United Rigging and Erectors have started a job, which is a new contract at the refinery. This is going to be a large job dollar and cent wise. We do not have enough information at this time to give detail, but will have the full story at next writing.

Dravo has just about completed their contract on the rapid transit system. This has been a good job for several brother engineers. A. Turrins has a gading job in Martinez which is keeping several brothers busy.

There is quite a bit of work at the Ortho Plant at Richmond, steadily employing six engineers. This work will continue for some time to come. We have been spending several hours a day trying to get acquainted with all the members that work in the various shops in our area. The ones that we have serviced have quite a few brothers on steady employment. We will endeavor to contact each and every shop as soon as possible. We are still concentrating on getting the new short form agreements signed for the independent contractors.

We would like to take this opportunity to thank all the members in their cooperation and hope that all have had a happy holiday season. We are looking forward and hoping for a good work year for 1972.

Work in the Oakland area at this time is slowing down considerably with the out of work list growing every time we get a little rain.

At this time there are very few big jobs in the area and the probability of any getting started before next Spring are very slim, however, the work picture for the coming year looks very good.

In last month's District 20 (See MORE OAKLAND, p. 14)



Bob Mayfield



ENGINEER TRAINING—A resolution of appreciation to Yuba College for having conducted an apprenticeship training program for heavy equipment operators is presented by Clem Hoover (center), a training coordinator for the Operating Engineers. Receiving the award for the college is Daniel Walker (left), the college's president. Thomas S. Peppas, (right), dean of special educational services, received a similar award for helping to make the program a success.

Local 3 JAS Honors Those Who Have Given Program Their Best

By CLEM HOOVER

Formal resolutions of appreciation from the Operating Engineers have been presented to Yuba College and to Thomas S. Peppas, the college's dean of special educational services.

The awards, in the form of richly encribed documents enclosed in glass and wood frames, were presented to Yuba College President Daniel G. Walker and to Peppas by Clem Hoover, training coordinator of the Operating Engineers Joint Apprenticeship Committees for Northern California, Northern Nevada, Utah and Hawaii.

Yuba College received its award for having conducted an Operating Engineers apprenticeship training program for the past eight years. The program, which began in the fall of 1963, served to train men in the operation and maintenance of heavy construction equipment.

Peppas received his award for the role he played in planning, initiating and supporting the apprenticeship training program.

The training consisted of formal classes on such subjects as the service and care of heavy equipment, the operation of heavy equipment, equipment maintenance, heavy equipment repairs, special

equipment systems, hydraulic and pneumatic systems, and several related fields. Over 100 men participated in the training at the Yuba College campus during the eight-year period.

Earlier this year, the course was moved from the college's campus to the Operating Engineers new Rancho Murieta training facility near Sacramento. By using this new facility, men training in the program will be able to actually use the equipment while receiving the formal classroom instruction.

COMPETITION IS A FACT OF LIFE

The winter is on us and, consequently, most of the apprentices are not working. This is where they learn the life of a "dirt stiff." Work in the summer—loaf in the winter.

For those who still need their related training, it is an excellent time to go to Rancho Murieta. The two weeks of related instruction not only will allow the apprentice to be advanced to his next period of training, but he will also obtain very valuable knowledge that will make him more useful to the contractor, thereby increasing his chances of staying with the contractor, which means steady employment.

As the number of appren-

tices increase, so will the competition increase among the apprentices. When the contractor starts cutting down on his crew, the apprentice who has shown the most progress will be the one he keeps. The ones who have achieved only what they had to, to stay in the program, are the ones that get layed off. I would strongly suggest that all the apprentices contact their coordinator and make arrangements to go to Rancho Murieta. With the program being lowered to 4,000 hours, it becomes increasingly important that the apprentice take advantage of every opportunity to obtain additional knowledge of his particular branch in order for him to become a competitive Journeyman.

With the change in the program January 1, 1972, there will most likely be changes in the period each apprentice is in, therefore there will be a change in his wage scale. I would suggest the apprentices contact their coordinator to make sure what pay scale he is supposed to receive. It will be confusing at first, but will quickly smooth out.

For all the apprentices in the Sacramento, Stockton and Marysville areas, please contact me at least two weeks before you desire to go to Rancho Murieta.

tives and representatives from other interested organizations from various areas throughout the Western United States.

Speakers at the General Sessions of the Conference included the Lt. Governor of Colorado, John D. Vanderhoff; Mayor Wm. H. McNichols of Denver; Herrick S. Roth, President, Colorado AFL-CIO Daniel Mardian, Chairman, A.G.C. Manpower Training Committee; Thomas O. Jenkins, Director, Contract

Compliance Division, U.S. Department of Labor; James P. Mitchell, Deputy Director, Bureau of Apprenticeship Training and other informative speakers.

The representatives from the Operating Engineers Utah Joint Apprenticeship Committee participated in the Trade and Industry Sectional Meetings, with panel discussions and seminars. Discussion topics for (See MORE JAS NEWS, page 4)

Apprentice Systems Notebook

By JACK H. McMANUS
Administrator



Jack McManus

There have been many inquiries regarding the testing processes used for Operating Engineers Apprenticeship Systems. A brief explanation would be in order to dispell any fears of people taking tests. It is simply this. The test and test materials are nationally known, developed by testing people and recommended to the Apprenticeship System by testing consultants to insure that they are adequate for the industry and not really to place a man in any given situation but to assist the man in giving him his test results so that if he feels he is not suited to this industry, he could perhaps at that time be given an indication that he would be more suitable in a different occupation. And the testing procedure operates as follows: the applicant is given a time, date and place to appear for the industry entrance test. The test proctor, prior to the test, insures that there is adequate lighting, ventilation, silence, seating capacity to insure that the person being tested has every advantage.

At the specified time, the test proctor outlines the Apprenticeship Program and explains the various branches of training that are available, calls for questions to familiarize and to put the testee at ease in his surroundings. The applicant must bring his proof of age as required by the selection procedures as well as the application for apprenticeship that was issued at the Job Placement Center. These are the only requirements. These papers are picked up by the test proctor and the proctor in turn issues the test kit.

The test kit contains three small booklet type tests, three answer cards, and one identification sheet. But before the applicant sees this material he begins to follow instructions as is given by magnetic tape. Number one, he is told to write his name and social security number in the upper righthand corner of the envelope, he's told when to break the seal in the envelope, he is instructed to check the material to insure the proper material is in that test kit and then the test begins. All of the instructions for the test are given from magnetic tape to insure that they are precisely the same test in any given area as well as to insure the content or the time limitations or the time allowed for working of problems to make sure that everyone is exactly the same and equal.

The applicant merely follows the taped instructions in all testing processes and at the conclusion of the test he's instructed to replace those original papers in the test kit, is given a seal to seal the kit with and the kit is then mailed to the San Francisco office.

When it is received in the San Francisco Office by mail it is then taken by a clerk and opened and scored on the Automata 1200 Series Electronic Scoring Device that imprints the number of correct answers of the test questions. The incorrect or unanswered questions are not counted. The score results are then returned to the area where test was administered and the applicant is placed on the applicant out-of-work list. That in a nut shell is simplicity for testing and works no undue hardship on any applicant because all applicants receive the same instructions, the same amount of time, the same privileges as the next man. There are no human errors involved nor does the test proctor assist anyone except to make sure that he is comfortably seated and can work quietly and well to the best of his abilities.

At the present time we are utilizing the test to comply with the Federal requirements of Title 29, Part 30 and in conjunction with our test consultants, to validate the test. To the layman the word validate means very little but to the testing experts it means how well is the man doing as a result of these tests, or do tests give a measure of how well a man can do; does it tell anyone that the man is trainable and to what extent he is trainable. Therefore, we're placing all people who take the test into the program as they come, chronologically, and as a continuing step to upgrade the tests, the test consultants will validate and follow the progress of each applicant as he's placed into the program to establish the validity and fairness of our testing procedures.

Testing is a peculiar animal and is universally disliked. I know I dislike it and I'm sure other people do because it tries to give a measure of how well you do competitively against someone else, but we have tried to make our testing processes as simple, as fair and as equal as we possibly can. The test instructions have been placed on magnetic tape and narrated by a professional in that industry for clarity, briefness and complete understandability. The testing procedures themselves have been standardized to insure uniformity and the test scoring is done electronically and by a machine to further make sure that fairness and impartiality are the judges and that no person can in any way prejudice the test results.

At the present time to continue the validation study the applicants are placed on the list by the test scores obtained on the last test for ranking purposes of that month only. This means that each person who has taken the test in the month of November will be placed in that order and those people will be dispatched to a training opportunity before anyone who takes the test in the month of December or the succeeding months are available for employment. This will insert people into the program and allow us to validate our testing procedures, and our tests to comply with the Federal regulation and all the applicable laws.

Apprenticeship Experts

Rocky Mountain Meeting

By JOHN THORNTON

Mr. Howard Baggett and Coordinator John Thornton represented the Utah Joint Apprenticeship Committee at the Second Annual Rocky Mountain Apprenticeship Conference held in Denver, Colorado in November.

Other states participating in the Conference were Arizona, Colorado, Montana, New Mexico, and Wyoming. There were also apprenticeship representa-



LOCAL UNION 3 JOINT APPRENTICESHIP SYSTEMS booth drew a large number of interested people including (left) Stan Jones, State Director of Apprenticeship, and 2nd Period Apprentice Debert Horsley. In photo at right is Nevada JAS Chairman John Uhalde and wife, Harriet. Apprentices on the job at Helms Construction Company's Interstate 80 site west of Elko, Nevada, include (left to right) Isidoro Leyva; 2nd Period, Lane Miller; wash plant operator and Mike Stair, 2nd Period. In photo at right Johnny Wright, 1st Period, pauses for a photo on the Interstate 80 job at Carlin Canyon, Nevada.

Walking Wounded and

Marriage Hits the Silver State

By GAIL BISHOP

Work in District No. 11 has slowed down considerably and a number of Apprentices have taken advantage of this time to attend Rancho Murieta. They return to Nevada to talk glowingly about the opportunity to learn in the classroom and then put that knowledge to practical use in the field. Each one claims to have gained, in addition to knowledge, several pounds due to the quantity and quality of the food served there.

The high incidents of mar-

riage by Silver State Apprentices must be because of: 1. Either a good work season just past, or; 2. we are in for an excessively cold winter. The most recently united couples are: J.E. (Steve) Koster and his lovely redheaded bride Becky; Pete Muller and his bride, Dianne.

Our congratulations to them all and we wish them many years of happiness.

Nevada also has its share of "walking wounded". Warren Harding is recovering nicely

after a successful corneal transplant. George O'Dell is getting around on crutches after a knee operation. Jim Thomas is recovering from multiple injuries suffered in an automobile accident. Clint Block is still fighting that blood clot in his leg.

We wish these Brothers a rapid and full recovery.

We, in the great Silver State of Nevada, wish all of you Brothers and your dear ones much happiness and peace through the Holiday Season and the year ahead.

Pow for Now, and

Happy Holidays from Hawaii!

By BILL METTZ, Coordinator

This last month has been productive for our Apprentices as far as working is concerned. The most that we have had on the out of work list at any one time was five. The work picture still looks good for the Apprentice even though some of the jobs have shut down or else curtailed their activity for the coming rainy season.

One thing of great importance is that the school books have arrived from the mainland and all newly indentured Apprentices are now in their respective classes getting the required related training as set forth in the Apprenticeship Standards.

Another event which should not go unmentioned is the "Safety Meeting" that was held at the Honolulu Community College Cafeteria the 18th of November, 1971. Jake Gold, the very capable speaker on safety was present to speak to eighty-seven Apprentices and their

ladies. From all reports since it was not only enjoyable but enlightening and we do plan another similar meeting in the future with suitable material relating to safety.

Checking around the jobs I find Wilton Santos happy and smiling, Mike Fukuda and A. Formosa holding down both ends of a Hop-to, William Munson unloading pipe for Royal Const. Gerald Anderson out of the rain under the H3 overpass, William Perry on a front end loader, Anthony Lyman on top a hill checking grade, Paul Szerejko with his gloves on, Gilbert Carravallo looking at a Northwest back-hoe, Paul Luiz spotting trucks for a dragline operator, Eric Bertelmann lowering pipe with a small back-hoe, Harry Pestano heading up hill, John Spencer checking grade for a house pad, Emilio Laonza looking down a ditch, Al Palmiero getting off an Helicopter, Douglas Lee with his hands in his pockets, Steven Maxwell drawing to an inside

straight (lunch-time), E. Bermudes on a front end loader, Fred Kalauka pow for the day, A. Matsuo oiling on a crane, August Riccio buying school books, Abel Vidaurri on a side-hill with his operator Bill, Vernon Miller chewing tobacco and greasing his rig, Robert Stafford looking down a bell hole, Thayarn Rowden under a Monkey-Pod tree, Gary Wong checking grade for the pipe crew, Manuel Torres changing hoist cable on a DW-20, Darrell Northcott sizing up the work and Tom Jelf buying books.

Looks like a happy "Christmas" for everyone here.

Pow for now. Enjoy the forthcoming Holidays.

JAS News

VOL 1-NO. 10 DECEMBER, 1971

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

Scanning The System

By ART PENNEBAKER
Assistant Administrator

We call your special attention to the apprentice wage schedule as provided for in the new Technical Engineers agreement:

OLD Straight time hourly wage Period

1st	60% of Chainman Wages
2nd	70% of Chainman Wages
3rd	80% of Chainman Wages
4th	90% of Chainman Wages
5th	100% of Chainman Wages
6th	100% of Chainman Wages
7th	100% of Chainman Wages
8th	100% of Chainman Wages

NEW Straight time hourly wage Period

1st	60% of Surveyor I Wages
2nd	70% of Surveyor I Wages
3rd	80% of Surveyor I Wages
4th	90% of Surveyor I Wages
5th	100% of Surveyor I Wages
6th	100% of Surveyor II Wages
7th	100% of midpoint between 6th and 8th period Wages
8th	100% of Surveyor III Wages

This new schedule more nearly fits the best purpose of the apprentice and reflects a more realistic approach to compensation for useful work performed while training.



Art Pennebaker

We further call your attention to the wage rate for Certified Chief of Party as provided for in the collective bargaining agreement. For the first time the CERTIFIED Chief of Party wage rate demands a premium—and more next year.

Entrance requirements into the Surveyor Apprenticeship Program have been revised for Journeyman Surveyors desiring to raise their skills and earning capacity. Under the new procedures any person who has been qualified under the master agreement for Technical Engineer and

General Surveying to register for employment at the Job Placement Center can simply fill out an application, sign the apprenticeship agreements and begin his training.

It has been the usual practice to close acceptance of applicants between December 31 and March 1, each year. It is the decision of the Joint Apprenticeship Committee to not close this year and to continue the acceptance of applications on a continuing basis.

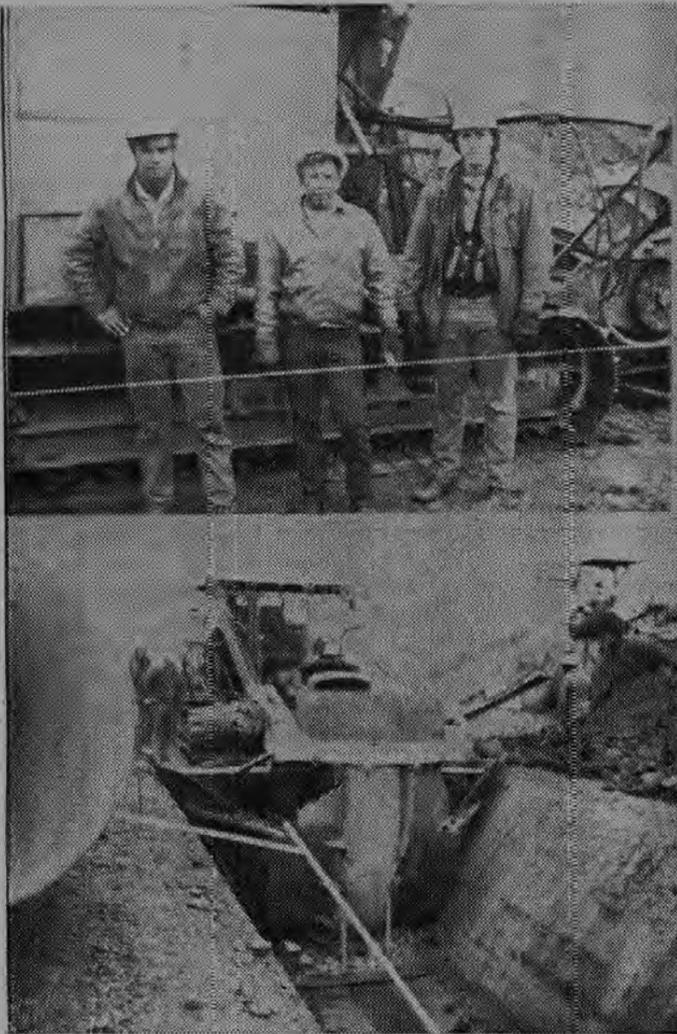
At this time related training classes are being conducted in San Jose and Oakland. Classes can be established in other areas when there are enough trainees to warrant them.

Perhaps you have noticed some familiar Technical Engineer faces on these pages. They were photographed at Laney College during a regular surveyor apprenticeship class. Several different types of modern electronic equipment were presented in order to familiarize the students with current surveying equipment. A later class will be held at the Coast and Geodetic Surveyors Center in Palo Alto.

The recent Laney College presentation typified what apprenticeship is all about . . . the equipment was furnished by a Bay Counties Employer, Murray and McCormick Environmental Control; the teacher is a licensed Land Surveyor; the technicians demonstrating the equipment are Journeyman Operating Engineers Technical Engineers members . . . all facets of the surveying industry passing along their talents and skills to help increase the knowledge of the apprentice. We know this happens every day on the job but these particular Local Union No. 3 members were functioning on their own time. We thank Bill Harrington and Glen Carston, Journeymen Technical Engineers for sharing a bit of their considerable expertise with their brother engineers.

The regular Surveying I class at Laney College closed down in order to join our apprenticeship class during the skillful demonstration by Local Union No. 3 members. We'll be glad to welcome them back again. We are sure they will learn something more about surveying and perhaps a little more about Local Union No. 3, Technical Engineer Surveyors.

If you, the Journeyman, are operating a special piece of equipment or have experienced a surveying situation which is different or sophisticated or exotic or just fun—and if you would like to share it—then let us know. Frank Fischer, the apprentice class teacher, assures us that his class is not just a "book learning" class. He will be looking forward to using some of that bottled-up diversified technician talent that only the seasoned Journeyman can provide.



APPRENTICE KEN NELSON (far right) is shown with Brothers Richard Sheats (left), oiler, and Don Hendrix, operator, on the six million dollar Fredrik-Sundt Westland Project south of Mendota. Below is specially equipped #400 Cleveland Trencher at work.

Giant Trencher Depends On Special Crews Savvy

By NICK CAELSON

G. P. apprentice, Ken Nelson, is the registered apprentice of the six million dollar Fredrik-Sundt pipeline contract currently underway for the Bureau of Reclamation. This huge project, when completed, will cover approximately 43 miles of underground pipe, ranging in size from 54" diameter, down to 10" diameter. This system will provide water from the San Luis Canal to the Westland project, south of Mendota.

Contractor Fredrik-Sundt of

Novato, Calif., along with Jetco Engineering Co., have incorporated specially designed slopers and a high speed conveyor belt on a model No. 400 Cleveland Trencher that makes it possible to complete a trench 8½' deep with a bottom width of 6½' and a top width of 17' in a single pass.

Bro. Benny Espinosa is the project superintendent. Bro. Don Hendrix is the operator on this trencher. Richard Sheats is the oiler. Al Martin is the loader operator, and Kenneth Nelson is the apprentice.

WHERE THE ACTION IS

By BILL GAINES
Director, Affirmative Action

We are just winding up a very busy year that has seen a number of substantive changes in our overall Affirmative Action posture and more particularly in our apprenticeship program.

All of the changes referred to have put us in a comparatively enviable position as regards our ability to adjust to the everchanging legislative picture and yet maintain our internal integrity. Thanks again to both officers of the local and of the Joint Apprenticeship Committee for the kind of far-sighted intelligence that made these changes possible without structural sacrifice.

Doubtless, you have been advised that the Operating Engineer Apprenticeship Program was the first of some 700 plus programs to meet the requirements of the "California Plan", which directly reflects the legislative demands of the Government's (29) CFR-30 laws for apprenticeship programs. With-

out question, many other programs will imitate and incorporate into their programs much of the basic design of our program in order to meet the April, 1972 deadline for program approval. This is a leadership role not to be lightly dismissed.

Additionally, we have proceeded to gain DAS (Division of Apprenticeship Standard) approval of new selection procedures and standards for both the Operators and the Surveyor's Apprenticeship Programs.

We are hopefully looking forward to a decent work year. A good work year will have the direct affect of seducing most of the 'problems' to the proper perspective.

In our judgment, we find ourselves increasingly better equipped to meet any situation. Most importantly we have the support of enlightened leadership in the approach to and handling of any situation that may arise.

MERRY CHRISTMAS!

Uncle Tells Bosses To List or Lose

Employers across the country who do business with the Federal Government are now required to list their job openings with the public employment service.

Secretary of Labor J. D. Hodgson has said that a "listing clause" will be inserted in every contract over \$10,000 with a private contractor developed by an executive department or other agency of the Federal Government after September 23.

About six million job orders, double the number listed last year, are expected to be added to public employment office listings.

The job listing requirement, which the Secretary has termed "among the most significant in the 35-year history of the Federal-State employment service," is expected to assist Vietnam-era veterans to find civilian work more quickly.

It is one of six major actions ordered by President Nixon in his jobs for Veterans program aimed at helping veterans get jobs as they leave military service at the rate of more than 80,000 a month.

The requirement also applies to Federal executive departments and agencies.

While the regulation does not require the firms and agencies to hire any job applicant referred by the employment service, it does require them to "observe the normal obligations" involved in placing a bona fide job order.

Secretary Hodgson said he hoped that other firms, not bound by the new regulation, will voluntarily list their job openings with the public employment service in support of the Jobs for Veterans campaign.

G.I. Benes Must Stand In Good

By LOU JONES

In Oakland as well as other areas we have many apprentices who are receiving G.I. benefits. Federal law stipulates that benefits are payable to apprentices in GOOD STANDING. One of the requirements of maintaining a position of good standing are that your union dues are paid. Those apprentices who have been in the program for the past few years have learned to anticipate the rainy weather and get their dues paid in advance. While we are talking about dues I would like to remind everyone that dues and initiation fees are a tax deductible item, as well as school books, hard hats, etc.

As you have already been notified, the apprenticeship program is being shortened to 4,000 hours and right after the first of the year I will have the figures to give each apprentice affected by this change.

Health Jobs

During the 1960's, employment in the health occupation grew from 2 million to an estimated 3.2 million or by 60 percent—more than 3 times the rate of growth in civilian employment as a whole.



SANTA ROSA SUB-J.A.C. at their September meeting presented school awards. Left to right are Don Dowd, Robert Wagnon (seated), secretary; John Brodnansky, class instructor; John Healy, school dean; Russell Swanson, and Clay Davis (seated), chairman.

Santa Rosa Specialists Praised by Local 3 JAS

By BRAD DATSON
Coordinator

At their September meeting, a grateful Santa Rosa sub J.A.C. presented a certificate of appreciation of John Brodnansky for his several years of faithful service as instructor of the operator apprentice class at Santa Rosa Jr. College. John did a grand job as instructor, and he will be remembered for years to come by apprentices in this area for his many fine teaching qualities. Also receiving a certificate, was John Healey, Dean of the Santa Rosa Jr. College Evening College, for his fine support of our evening classes.

The work picture in the north bay area is beginning to slow for apprentices. There have been several on the out-of-work list in Santa Rosa, since the rains near the end of October, and at least one or two on the San Rafael and Vallejo lists. It looks like winter is on its way but the union business agents and I will do everything we can, within the limits of the contracts, to keep you apprentices working!

Please remember, all members of our union, to let the business agents know of contract violations which you see on your jobs. They need the help of your eyes in order to do their job better for you.



SHASTA COLLEGE Coordinator Dan Axtman, left, and Instructor James Myatt, right, were presented Certificates of Appreciation for their long time work with the Local Union 3 Joint Apprenticeship program in the Redding area. Making the awards is (center) Chairman Pete Oliver of the Hughes and Ladd Company.

Shasta College Wins JAS Appreciation Awards

By CLIFF MARTIN

At our last Redding Sub-J.A.C. Meeting our chairman Pete Oliver, of the Hughes and Ladd Co., presented the Operating Engineer Apprenticeship award to Dan Axtman, school coordinator for the Adult Education Classes at Shasta College. James Myatt, the instructor was also given an award. The awards are formal resolutions of appreciation. James Myatt is a regular instructor at the college and has worked as a mechanic for Peterson Tractor during his vacation periods. Our related training classes in it's infancy was held at the old Redding High School and then moved to newer quar-

ters when Shasta College was completed and of course, now all the related training is done at R.M.T.C.

We have another "first" in the Redding area. A female member, Mrs. Dorothy Baldwin of the construction industry has been appointed to our Sub-Committee by the J.A.C. as a regular member representing management. In talking to Dorothy, I find she is an ardent golfer and a firm believer in Apprenticeship and has taken advantage by sending her son and other employees to R.M.T.C. to assist them in upgrading their skills.

My family and I would like to send Sason's Greetings to all!

Several Bills in State Hopper With Impact on Our Industry

By RALPH WILSON, Dist. Rep., AL DALTON, AL SWAN, PAUL WISE, MIKE WOMACK, Bus. Agents

Under the wise and very able leadership of our business manager, Al Clem, we can now be very proud of the new Rancho Murieta Golf Course built by Engineers of Local 3 side by side with our training center in Slough-house.



RALPH WILSON

Leider of Burlingame, this is one of the finest courses he has seen, and they are very interested in the opportunity of holding some of their tournaments on it. Mr. Leider stated he will report on the golf course to his section of members and directors at the annual dinner meeting on December 15 in San Francisco. He said: "It would really be something to have a headquarters office along a good golf course, like the NCPGA has at Spyglass Hill."

Our new Murieta Golf Course first was played on October 29, when an open house was held at the 3,800-acre center for all the facilities including Administration Building, Dormitories and Cafeteria. The clubhouse will have complete facilities, including a dining room, and there will also be space for the PGA office, if they want to move the headquarters, which are now in Oakland.

We deeply regret to report the passing on of some of our dear brothers: Laurence Thomson, Andrew Blum, and Mrs. Loraine Byard, wife of one of our brothers. Our deepest condolences to those dear ones they leave behind.

Our thanks to Brothers A. C. Lange and James D. Fatterhoff who have donated blood to our blood bank.

Successful city councilman for District 1, Manuel Ferrales, who was recommended by the Operating Engineers Local Union No. 3 at the last election spent \$3,294 in his reelection campaign. Ferrales, in a statement filed with the city clerk, reported receiving the same amount in contributions and fund-raising receptions as he listed in expenditures. He received \$1,262 in small contributions and \$500,000 from the Sacramento Police Officers Association. Other than expenses for printing and advertising, his largest campaign outlay was \$500 to the Chicano Organization for political Awareness (COPA) for poll watching and other election day activities.

Other financial statements were made by defeated District 3 council candidate Frank L. Cook, who reported spending \$1,107 and Abel Chacon who listed costs of \$251 in his unsuccessful District 4 bid.

We are very happy with the results of Mayor Marriott's reelection. Richard Marriott was supported by Local No. 3. Marriott is a veteran of six council terms and pulling more than 60 per cent of the vote, won the election by a landslide.

There are a couple of bills on

Governor Reagan's desk awaiting action, bills which are very important to labor, to the working man; One is bill AB1749, designed to speed construction of a sewage export system for the north and west shores of Lake Tahoe. The Assembly has taken final legislative action by unanimously approving this bill. Assembly Eugene Chappie, author of the bill has predicted this measure would make it possible to build the system in four or five years at an estimated cost of 49 to 59 million dollars. Another very important bill is the one to approve raise of disability benefits from \$87.00 a week to \$105.00 a week.

Here is a summary of the Pay Board's action early in November:

NEW AGREEMENTS: Pay scales agreed to after the present freeze expires may not contain yearly raises exceeding 5.5 per cent. This is a general standard that may be modified later.

OLD AGREEMENTS: Existing agreements, which a board spokesman said include any reached before the freeze expires, may contain raises higher than 5.5 per cent so long as not "unreasonably inconsistent" with that standard.

EXCEPTIONS: The board left open the possibility that it might approve some individual exceptions to the general guidelines for both old and new agreements. In reviewing both categories of cases, it said, "the Pay Board shall consider ongoing collective bargaining and pay practices and the equitable position of the employees involved, including the impact of recent changes in the cost of living upon the employees' compensation." How this rule might apply was not immediately made clear.

RETROACTIVE PAY: Raises lost during the freeze may be paid retroactively only in a limited number of cases, and these must be approved specifically by the board. Initially, the board said, it will approve such back pay only in cases where management raised prices before the freeze in anticipation of already agreed raises that were to have been paid during the freeze, and in cases where an agreement made after August 15 replaced an expiring one in which retroactivity was an established practice. Other exceptions may be made in cases of "severe inequities," the board said.

ENFORCEMENT: The board has not yet decided which agreements will fall into the three categories of enforcement already prescribed by President Nixon. The President said big agreements would require advance approval by the Board, others would merely need to be filed subject to later review and possible modification by the board, and the smallest would not even be filed but would be subject to policing by citizen complaint. The same guidelines apply to all pay scheduled regardless of size, however.

LABOR SUPPORT: The board's ruling was unanimously opposed by the five members from organized labor. However, AFL-CIO President George Meany, a member of the board, said he would put the question of support to the AFL-CIO convention in Miami.

Reaction of other labor leaders initially was critical, but generally short of open defiance.

The Sacramento area will get 23 million dollars for freeways: The Sacramento Metropolitan area will benefit by about this much money in new and ongoing freeway construction in the 1972-1973 state highway budget.

Highlights of the capital area allocation are a start on Interstate 5 south of Interstate 80 which will benefit some city dwellers, widening of Interstate 80 in the north area and a start on the final suburban leg of Highway 50 freeway in eastern Sacramento County.

The spending program reflects statewide progress on Interstate 5, with the exception of a 31 mile stretch in San Joaquin and Sacramento Counties and seven miles in Siskiyou County, I-5 is complete to either freeway or four lane expressway standards from Oregon to Mexico.

Total cost of construction will be \$19.5 million of which some \$12.5 million will be spent to get the work started in 1972. The balance will be budgeted in the 1973-74 fiscal year.

The new freeway, which intersects with the Pioneer Bridge I-80 now is in use as far as Broadway, but completed as far as Vallejo Way.

Work will begin on the final leg of the Highway 50 freeway which is designed to eliminate the bottleneck on Folsom Boulevard. The first leg from I-80 at 30th Street to Mayhew Road came into use about the middle of November.

Work has already begun on building various structures for the next leg from Mayhew Road to Sunrise Boulevard.

The new budget provides for \$4.9 million to close the 6-mile gap to Sunrise Boulevard with an eight-lane superhighway. Its completion is targeted for summer of 1973.

More than \$5 million will be spent during 1972-73 to finish widening I-80 to eight lanes for more than eight miles between Madison Ave. and Roseville in the northeast corner of the county.

Completion of the project will mean work has been completed on building what amounts to a gigantic freeway crossroads near McClellan Air Force Base where I-80 and I-880 merge.

Access to and across the South Sacramento Freeway at the Florin Road also will be improved with the addition of two more lanes at a cost of \$865,000.00.

Interstate 80 just south of the university of California Davis Campus also will be widened.

West Sacramento enjoys a building boom: With more than \$2.3 million worth of building underway or recently completed in the West Sacramento Port Center. Industrial construction in West Sacramento is at its highest level since completion of the port several years ago.

Major construction projects elsewhere in the West Sacramento Area this year include landscaping on Interstate 80 between the Yolo Causeway and West Acres Road, the completion of the third story of the World Trade Center at the port and site work for the California Highway Patrol Academy on Reed Avenue in Bryte.



STRAIGHT SCOOP on Operating Engineers Credit Union is given to Apprentices David Smith and Eugene Henning by the San Mateo office's Betty Brady.

Granite, Kiewit Jobs Were Top Spots for Apprentices

By HARLEY DAVIDSON

David Smith, 3rd period apprentice and Eugene Henning, 5th period apprentice, are in the San Mateo office. They are being guided and instructed about the Operating Engineers Credit Union by Betty Brady.

David Smith has been rained out, he is working at Rhodes & Jamieson at their quarry in Pacifica, so it looks like he is in trying to get a loan to buy a truck. Eugene Henning has just been laid off from Granite Const. Co. on Hiway 280. There were 5 apprentices on this job. Eugene was the last to be laid off. He was working with the mechanics all through the highway job.

Work is still holding up good in San Francisco, San Mateo and San Jose.

Wishing a Merry Christmas and a Happy New Year to all the apprentices.

San Francisco, San Mateo and San Jose areas have been doing very good at keeping the apprentices working.

But due to the last few rains it is going to slow up the work

picture. Granite Construction and Peter Kiewit, on the Hiway 280 job kept twelve apprentices and ten journeymen trainees busy for several months. These two jobs were perfect for training apprentices and journeymen trainees. The haul roads varied from 10 per cent to 45 per cent. There were 657 scrapers and 633 self loaders and 651 single engine scrapers going all the time.

The two contractors did a lot of their major repairs on the job, apprentices signed to the repairs received a lot of good training. Apprentices were signed to the clearing crews on both jobs. They found out what steep country was to work around.

The apprentices signed to the Granite job were: James Killeen 3 period, Bruce Harwood 5 period, Roland Dantonio 3 period, Eugene Henning 5 period, Matthew Kirk Piarick 4 period, and Scott Rymer 1st period, also his first job.

The apprentices signed to the Peter Kiewit job were: William Miller 2 period, Thomas Gerbo 3 period and David Schwabel 4 period.

Labor-Backed Bills

(Cont. from Page 11) Angles), and AB 1423, the disability insurance benefits bill, authored by David C. Pierson (D-Los Angeles).

AB 486, the greatest improvement in benefits since 1959, increases the maximum weekly permanent disability benefit from \$52 to \$72, an improvement estimated to put about \$47.9 million more a year into the hands of California's permanently disabled workers.

It also boosts the maximum temporary disability benefit by \$17.50 a week, from \$87.50 to \$105, an action estimated to add \$10.3 million in benefits for more than 40,000 temporarily disabled workers.

The measure also will increase death benefits to totally dependent widows by \$5,000, from \$20,000 to \$25,000 for a widow alone and from \$23,000 to \$28,000 for a widow with one or more dependents. This will result in a \$3.6 million increase in benefits.

The bill, which was designed to redistribute permanent disability benefits, to make higher benefits available to the more seriously injured workers, also shortens the retroactive waiting period for payments from 49 to 28 days. This improvement will result in an additional \$1.2 million increase in benefits.

AB 486, which won Assembly concurrence in Senate Amendments by a vote of 63 to 2 last month, will improve benefits for some 200,000 California workers, including about 40,000 who will receive the new \$105 maximum weekly temporary disability benefit.

Henning said that the permanent benefit schedule had not been improved since 1959 and that temporary benefits had not been increased since 1968. Living costs, however, have climbed more than 30 per cent since 1959 and more than 16 per cent since 1968.

The total benefit increase under the workmen's compensation bill amounts to more than \$63 million.

AB 1423, the measure improving the state's disability insurance program for workers suffering non-job-connected injuries or illnesses, calls for an \$18 boost in the maximum weekly benefit — from \$87 to \$105.

This measure, which will be financed by increasing the \$7,400 taxable wage base to \$8,500 by 1973, will result in a benefit increase estimated at \$18.4 million. The new benefits will go to more than 166,000 workers, including more than 99,000 who will get the new maximum, state officials said.

Sups Slow Four Lane Extension

By AL HANSEN, Business Representative

ROAD PLANS SNAG TOWNHOUSE UNITS — Plans for a 107-unit townhouse development on an extension of Manuel T. Freitas Parkway were stymied, when two San Rafael Councilmen refused to go along with a four-lane extension of the parkway. The proposal was returned to the city's planning commission to see if a two-lane extension can be substituted. The Council indicated it would like the Planning Commission to revise the plan to make the extension two lanes, but still require the developer to give the city the same right-of-way as would have been required for four lanes.

MAGGIORA - GHILOTTI of Corte Madera were recently awarded a \$534,592 contract for the first phase of the city's \$1.4 million sewer reconstruction project. Bids were opened September 2nd, but awarding of the contract was delayed pending approval by the federal Department of Housing and Urban Development.

GHILOTTI BROS. were recently awarded a contract for \$214,342 for street and road work widening of Camino Alto E. Blithdale to Miller Avenue in Mill Valley.

The old courthouse in San Rafael is demolished and all that remains is a shell—and for the old timers who have lived in the county for many years, it is a rather sad sight to see it go, as it was one of the old landmarks in San Rafael.

FORDE CONSTRUCTION is keeping quite busy these days, resurfacing various streets in the county.

MOBERLY CONSTRUCTION COMPANY still doing work at the Crossroads — Highway 37 and 101.

PIOMBO BROTHERS doing a new job consisting of house pads practically at our back door, Larkspur Street and Kerner Boulevard.

ROBERT MULLOY EXCAVATING picked up a new job in Mill Valley.

HENSEL-PHELPS has a job at the end of Francisco Boulevard, near the San Rafael Viaduct, for Clearwater-Hydro-mech.

WILLIAMS & BURROUGHS WORKING at the site of the New Sears Store, Northgate.

NOVATO CITY COUNCIL REJECTED THE PLANNING COMMISSION'S recommendation to put a six month moratorium on new building. There were surprisingly few protests when the city Planning Commission held a public hearing to consider a moratorium on new building developments in Novato. Builders, plumbers, electricians, landscapers, home furnishing salesmen and others who might be affected by any building freeze were in short supply at the hearing which was attended by about 60 people.

The Commission had called the one-item meeting in response to a request made last June by the North Federation of Homeowners for a "moratorium on cluster construction until the Revised General Plan is completed. It would put a moratorium on all new development proposals excluding those

(See SUPS SLOW Page 12)

IUOE Convention Rules Are Adopted

T. J. "Tom" Stapleton, Corresponding-Recording-Secretary of the Operating Engineers Local Union No. 3, has announced that on October 10, 1971, the Local 3 Executive Board adopted the following rules governing nomination and election of Delegates and Alternate Delegates to the International Union of Operating Engineers International Convention to be held in April, 1972.

OFFICIAL ELECTION RULES OF NOMINATION AND ELECTION OF DELEGATES AND ALTERNATES TO THE 29th CONVENTION OF THE INTERNATIONAL UNION OF OPERATING ENGINEERS

READ CAREFULLY

Following are the regulations governing nomination and election of Delegates and Alternates to the I.U.O.E. 29th International Convention as adopted by the Local Union Executive Board on October 10, 1971.

SECTION I—In addition to the Business Manager, President, Vice President, Recording-Corresponding Secretary, Financial Secretary and Treasurer, who are delegates by virtue of their election to such offices, there shall be Forty-nine (49) Delegates and Three (3) Alternate Delegates elected.

NOMINATIONS — SECTION 1

Nominations shall be in writing and signed by one or more nominators giving each nominator's Social Security Number and Register Number in the form following:

If by a single nominator:

NOMINATION

I hereby nominate
Register No. For
(Insert Delegate or Alternate)
.....
Signature
.....
Social Security No.
.....
Register No.

If by more than one nominator:

NOMINATION

We hereby nominate
Register No. For
(Insert Delegate or Alternate)
Signature Social Security No. Register No.
.....
.....

RULES/NOMINATION & ELECTION/29th IUOE CONVENTION

When nominations are called for by the Presiding Officer, the nominator shall address the Presiding Officer reciting his name and register number and the name of the member and the position (Delegate or Alternate Delegate) for which he is nominating and deliver his written nomination to the Nomination Committee; however, if there is more than one nominator, one of the nominators shall address the Presiding Officer, reciting his name and register number and the names and register numbers of the other nominators and the name of the member and the position (Delegate or Alternate Delegate) for which they are nominating and deliver the written nomination to the Nomination Committee.

ELIGIBILITY OF MEMBERS TO NOMINATE: Every Member of the Parent Local Union and its Sub-divisions, except Registered Apprentice Subdivision, who is not suspended for non-payment of dues preceding the first nominating meeting shall have the right to nominate.

No member whose dues have been withheld by his Employer for payment to this Local Union pursuant to his voluntary authorization, provided for in Collective Bargaining Agreements, shall be declared ineligible to nominate by reason of any alleged delay or default in payment of dues by his Employer to the Local Union.

NOMINATING MEETINGS

Dist. No.	Location	Date and Day	Meeting Place and Address
2	OAKLAND (Specially Called)	*Dec. 1—Wednesday 8:00 p.m.	Labor Temple, 23rd Street and Voldez, Oakland
1	SAN FRANCISCO (Specially Called)	Dec. 1—Wednesday 8:00 p.m.	Marine Cooks & Stewards Bldg., 350 Fremont, San Francisco
9	SAN JOSE (Specially Called)	Dec. 1—Wednesday 8:00 p.m.	Civic Auditorium, in Montgomery Theatre, San Jose
8	SACRAMENTO (Specially Called)	Dec. 2—Thursday 8:00 p.m.	C.E.L. & T. Bldg., 2525 Stockton Bld., Sacramento
3	STOCKTON (Specially Called)	Dec. 2—Thursday 8:00 p.m.	Engineers Bldg., 2626 North California St., Stockton
5	FRESNO (Specially Called)	Dec. 2—Thursday 8:00 p.m.	Engineers Bldg., 3121 East Olive St., Fresno
4	EUREKA (Specially Called)	Dec. 3—Friday 8:00 p.m.	Engineers Bldg., 2806 Broadway, Eureka
6	OROVILLE (Specially Called)	Dec. 3—Friday 8:00 p.m.	Prospector's Village, 560 Oro Dam Blvd., Oroville
12	OGDEN (Regular)	*Dec. 3—Friday 8:00 p.m.	*Teamsters Hall, 2538 Washington Blvd., Ogden (Special Order Business)

11	RENO (Regular)	*Dec. 4—Saturday 8:00 p.m.	*124 West Taylor, Reno (Special Order Business)
7	REDDING (Specially Called)	Dec. 4—Saturday 8:00 p.m.	Engineers Bldg., 100 Lake Blvd., Redding
10	SANTA ROSA (Regular)	*Dec. 4—Saturday 8:00 p.m.	*3900 Mayette Ave., Santa Rosa (Special Order of Business)
17	HILO (Specially Called)	Dec. 6—Monday 7:30 p.m.	Kapielani Elem. School, 966 Kilouca Ave., Hilo
17	HONOLULU (Specially Called)	Dec. 7—Tuesday 7:00 p.m.	Y.W.C.A., 1040 Richard St. (Community Room) Honolulu
06	GUAM (Specially Called)	Dec. 9—Thursday 7:30 p.m.	Kinney's Cafe Mangilao, Guam

ELIGIBILITY TO BE A CANDIDATE

SECTION II

Any member of the Parent Local Union or Sub-divisions A, B, C, D and E, who on the day he is nominated has been continuously in good standing for one (1) year and continuously a member for not less than three (3) years, all next preceding the first day of the dues period in which the election is held, and nominated by at least 1/10 of 1% of the members of the Parent Local Union and its Sub-divisions (except the Registered Apprentice Sub-division), who are not suspended for non-payment of dues as of the first nominating meeting in the manner and form set out in Section I—NOMINATIONS: (the 1/10 of 1% shall be 1/10 of 1% of the members shown on the records of the Union as of the last day of August, 1971, preceding the election), shall be eligible to be nominated to be a candidate for Delegate or Alternate Delegate to the 29th Convention of the International Union of Operating Engineers from Operating Engineers Local Union No. 3.

Membership of the Local Union on August 31, 1971, was Thirty-Five Thousand Three Hundred and Sixty-Four (35,364). One-tenth of 1% of the membership on August 31st was Thirty Five (35), the number of Nominators required for each Candidate.

The first day of the dues period in which the election is held is:

- (a) For quarterly dues—January 1, 1972, and
- (b) For monthly dues—February 1, 1972.

No member whose dues have been withheld by his Employer for payment to this Local Union pursuant to his voluntary authorization, provided for in Collective Bargaining Agreements, shall be declared ineligible to be nominated by reason of any alleged delay or default in payment of dues by his Employer to the Local Union.

NOTE: However, such eligibility may be lost by failing to file as required by Section IV hereof, or by not attending his regularly scheduled District Meeting and Semi-Annual Meeting held after nomination and before election unless excused from attending for good cause as physical incapacity, death in family, but not including work assignment.

SECTION III

All members nominated, otherwise eligible, shall continue to be eligible provided that thereafter they attend each and all regularly scheduled membership meetings in their Districts and the Semi-Annual Meeting in San Francisco on January 8, 1972, subject, however, to a reasonable excuse based upon good cause such as physical incapacity, death in family, but not including work assignments.

Those Excused by the Committee by Reason of the Extensive Territorial Jurisdiction of This Local Union

NOTE: All members nominated who are more than one hundred (100) miles from San Francisco on January 7, 1972, and January 8, 1972, are excused for good cause from attending the Semi-Annual Meeting on January 8, 1972, in San Francisco California, as are all who are more than one hundred (100) miles from their Regular District Meetings the day before and the day of the meeting between December 2, 1971 and February 13, 1972, to wit:

REGULAR DISTRICT AND SUB-DISTRICT MEETINGS

District No.	Meeting Location	Meeting Time: 8:00 p.m.
12	Ogden, Utah	December 3, 1971—Friday
10	Santa Rosa, Calif.	December 4, 1971—Saturday
11	Reno, Nevada	December 4, 1971—Saturday
4	Eureka, Calif.	January 18, 1972—Tuesday
7	Redding, Calif.	January 19, 1972—Wednesday
6	Oroville, Calif.	January 20, 1972—Thursday
17	Honolulu, Hawaii	January 26, 1972—Wednesday *7:00 p.m.
17	Hilo, Hawaii	January 27, 1972—Thursday *7:30 p.m.
1	San Francisco, Calif.	February 2, 1972—Wednesday
3	Stockton, Calif.	February 8, 1972—Tuesday

A member nominated who claims to be excused for this reason shall notify the Recording-Corresponding Secretary at 474 Valencia Street, San Francisco, California, in writing, by letter or telegram, not later than 5 P.M. Local San Francisco Time, within five (5) days after such meeting.

(See CONVENTION RULES, Page 12)

Sups Slow

(Continued from Page 11)

which have had precise development plan approval or tentative map approval.

Work Begins on Landslide: Robert Mulloy Excavating moved in with bulldozers, and began to haul away approximately 15,000 cubic yards of rock, mud and debris, which have partly blocked Miller Avenue in Mill Valley since February, 1969.

Portable docks, used by man and machine alike, are being employed by the Massman Construction Company in the \$4 million project to widen the Richardson Bay Bridge on Highway 101 from six to eight lanes. In deploying the docks, which Massman has used in construction work along the Mississippi River (this company is originally from Missouri), dredging of Richardson Bay to enable movement of barges was avoided. The widening work, which also will include construction of new on-ramps to the bridges is to be completed early in 1973.

Stevenson-Pacific Inc. has a job digging trenches for foundation footings at the site of the new Howard Johnson Restaurant in Tam Valley.

"TAMAK ESTATES" is the name proposed for a 16-lot subdivision on 4.6 acres at the northeast corner of Sutro Avenue and Vineyard Road in Novato. The variance would permit the acreage division into 16 single family lots, four with less frontage than required and three lots with less than the required width. The Trousdale division of Lear-Siegler Inc. has requested a change in the Loma Verde planned community master plan and the commission will hold a hearing on the request. What's being asked is a change in the proposed land use for single family and residential development on 20,000 square foot lots to a planned unit development at a density of 2.6 units per acre. The site contains about 39 acres at the end of Montura Way, north of Eagle Drive and west of Marin Oaks Drive in Marin Country Club Estates.

ELECTION OF GRIEVANCE COMMITTEEMEN

Recording - Corresponding Secretary T. J. "Tom" Stapleton has announced that in accordance with Local 3 By-Laws, Article X, Section 10, the election of District Grievance Committeemen shall take place at the first regular quarterly district and sub-district meetings of 1972. The schedule of meetings at which the Grievance Committee members will be elected follows:

JANUARY

- 18 Eureka, Tues., 8 p.m.
- 19 Redding, Wed., 8 p.m.
- 20 Oroville, Thurs., 8 p.m.
- 26 Honolulu, Wed., 7 p.m.
- 27 Hilo, Thurs., 7:30 p.m.

FEBRUARY

- 2—San Francisco, Wed., 8 p.m.
- 8 Stockton, Tues., 8 p.m.
- 17 Oakland, Thurs., 8 p.m.
- 22 Sacramento, Tues., 8 p.m.
- 24 San Jose, Thurs., 8 p.m.

MARCH

- 1 Fresno, Wed., 8 p.m.
- 3 Salt Lake City, Fri., 8 p.m.
- 4 Reno, Sat., 8 p.m.
- 9 Ukiah, Thurs., 8 p.m.

Convention Rules Adopted—

(Cont. from Page 11)

SECTION IV

Each member nominated, otherwise eligible, in order to continue to be eligible, shall have filed with the Recording-Corresponding Secretary of the Local Union an "Acceptance of Nomination" and a Non-Communist and Section 504 Labor-Management Reporting and Disclosure Act of 1959 Affidavit within ten (10) days after having been notified of his nomination in writing by the Recording-Corresponding Secretary, and approved by the Election Committee. Such filing shall be made at the office of the Recording-Corresponding Secretary, 474 Valencia Street, San Francisco, California 94103. Copies of such Acceptance and Affidavits will be available at all meetings at which nominations are made and in the office of the Recording-Corresponding Secretary of this Local Union and will be mailed to all members nominated.

TIME OF ELECTION

SECTION V

Ballots shall be mailed between February 12 and February 18, 1972, and must be returned to the Post Office Box on or before Monday, February 28, 1972, at 10 o'clock A.M., Local San Francisco time, at which time the Post Office Box shall be opened for the first and last time.

ELIGIBILITY TO VOTE

SECTION VI

All members not suspended for non-payment of dues as of the day of the mailing, 5 P.M., Local San Francisco Time, of the Parent Local Union, Branch Sub-divisions and Registered Apprentice Engineers Sub-divisions of Operating Engineers Local Union No. 3, shall be eligible to vote.

No member whose dues have been withheld by his Employer for payment to this Local Union pursuant to his voluntary authorization, provided for in Collective Bargaining Agreements, shall be declared ineligible to vote by reason of any alleged delay or default in payment of dues by his Employer to the Local Union.

WHO SHALL BE DECLARED ELECTED AND ATTEND THE CONVENTION

SECTION VII

The number of candidates who receive the highest number of votes cast shall be declared elected Delegates or Alternate Delegates, as the case may be. Their names shall be arranged in descending order based on the total number of votes received by each of them. The candidate receiving the highest number of votes shall be at the top of the list, the candidate receiving the least number of votes at the bottom of the list and they shall be numbered in descending order, one (1) through the total number nominated and eligible for Delegate and for Alternate Delegate.

In the event that two (2) or more candidates receive the same number of votes, their names shall be arranged in descending order based on length of membership in Operating Engineers Local Union No. 3. The tied candidate who has been a member of Operating Engineers Local Union No. 3 for the longest period of time shall be listed above the tied candidate who has been a member for a shorter period of time, and they shall then be numbered as in this Section provided, and the candidate with the next highest number of votes shall receive the number next following the number assigned the tied candidate who has been a member of Operating Engineers Local Union No. 3 for the shortest period of time.

The candidates for Delegates, number One (1) through Forty-nine (49), shall be declared elected as Delegates. The candidates for Alternate Delegates numbered One (1) through Three (3) shall be declared elected as Alternate Delegates.

Each Alternate Delegate shall serve as necessary. The Alternate Delegate with the highest number first and the Alternate Delegate with the lowest number last.

Only Delegates will attend the Convention. An Alternate Delegate who replaces a Delegate prior to that Delegate leaving for the Convention shall be declared elected a Delegate and shall be a Delegate.

PUBLICATION

SECTION VIII

The Recording-Corresponding Secretary, upon request of any bona fide candidate, 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, if it is to be mailed, to the Recording-Corresponding Secretary in a sealed and stamped envelope, with 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. Two (2) copies of the literature are to be delivered to the Recording-Corresponding Secretary 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 13th day of February next preceding the mailing of the ballots.

OBSERVERS

SECTION IX

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.

CONDUCT OF MEMBERS

SECTION X

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.

Any member found guilty of violating the above paragraph 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, suffer the loss of the office for which he is a candidate, if elected thereto.

SAMPLE BALLOT

SECTION XI

A Sample Ballot shall be published in the Engineers News January, 1972, edition, subject to correction by the Committee by reason of the failure of a Nominee to be eligible or to qualify for any reason.

CONDUCT OF ELECTION

SECTION XII

The election will be conducted by mail, by secret ballot, under the supervision of the Election Committee.

MAILING AND COUNTING OF BALLOTS

SECTION XIII

As in the past, Price Waterhouse & Co., a nationally known firm of Certified Public Accountants, will rent a Post Office Box to which the ballots shall be returned, mail a ballot and return envelope to each member, open the P.O. Box at 10:00 A.M., February 28, 1972 and count the returned ballots under the supervision of the Election Committee and certify the results in writing to the Election Committee.

ELECTION RESULTS

SECTION XIV

Results of the election will be published in the March, 1972, edition of the Engineers News.

New Slurry Pipeline Is First in North America

By A. J. "BUCK" HOPE
Treasurer & District Representative

SAN FRANCISCO—The first underground limestone slurry pipeline in North America is now carrying ground limestone through the Sierra Nevada foothills.

It joins the newly completed Cataract Quarry and raw materials production plant of Calaveras Cement Division of The Flintkote Company with the established Calaveras manufacturing plant at San Andreas, some 17.6 air miles away.

Design and engineering on the Cataract Quarry Plant and pipeline was performed by Bechtel Corp. The plant was started in June of 1970 and has just recently been brought to completion by Rosendahl Corp. of Los Angeles. The pipeline, installed as an alternative to a massive trucking operation through the foothills, was built by M.G. Construction Co. of Concord. The pipe went underground as one way to help preserve the natural beauty of the region.

The San Andreas plant has been in continuous operation since 1925. The new quarry facility and the pipeline were necessitated by rapid depletion of raw materials at San Andreas. Without the new deposits, the San Andreas Plant would have had to cease operation, according to company officials.

Core borings and other studies at the new Quarry site showed deposits to exceed 90 per cent pure calcium carbonate, a fact contributing significantly to the consistently uniform manufacture of high quality cement.

The Cataract Plant is a model of efficiency incorporating the latest for crushing, grinding, blending and pumping limestone slurry. Aided by gravity the slurry is pumped

through a 7.6 inch steel pipeline and takes about four hours and five minutes to make the 17.6 mile trip. It is then stored in a pair of 1.2 million gallon basins at San Andreas.

To insure that all slurry meets specifications it is passed through a 250 ft. safety loop of seven inch pipe where instruments read out the flow rate, density, slurry temperature and pressure differential. Only then is it valved into the mainline pumps.

Cataract limestone will be quarried on benches about 33 ft. high at an approximate rate of a million tons per year. Clay and silica materials required for the making of cement will be transported by truck from Calaveras' Foothills operation at nearby Valley Springs just west of San Andreas. Tapping the new source, according to the cement men, means there should be enough quality limestone to supply the San Andreas Plant for more than 100 years at the present usage rate.

The pipeline is designed to permit operation as a tight-line system and the pumps are outfitted with variable speed drives for start-up purposes but are normally operated at the design flow rate in order to maintain adequate slurry velocities. All operations of the pipeline are controlled from the Cataract Quarry Pump Station.

Unique in design, the slurry pipeline becomes the first on this continent designed to pump limestone slurry alone.

Calaveras made its initial test run of the line beginning at 7:35 a.m. on June 20 of this year. The first slurry arrived in San Andreas four hours and five minutes later with no problems at all. Other testing of the new facilities were conducted during the month of July.

In order to meet strict requirements established for control of air and water pollution, Calaveras took care to install high efficiency dust-collection equipment and water pollution control devices representing the best and newest in technology throughout the new plant.



A. J. Hope

Winter Is Slowing Some Projects in Silver State

By JERRY BENNETT,
District Representative;

RUSSELL TAYLOR, DALE
BEACH & LENNY FAGG,
Business Representatives

Rust Engineering in McGill, Nevada, is coming along on the remodeling of the smelter plant for Kennecott Copper Corp.



Jerry Bennett

This job should be completed next summer or early fall. This project has seven Brother Engineers employed.

Helms Construction Co. in the Elko area has obtained a winter shut-down from the State. They will have much work left on their two projects, which will be fired up as soon as the weather permits.

Parsons Construction Co. is finishing up their job in Winnemucca. They are presently cleaning up the shoulders and putting up signs. This was a real good job for the Brothers as for hours and time.

Byars Construction Co. is presently working on the street program in Lovelock. Byars has the underground work and Nevada Paving has the asphalt end of it. The project has just started and has approximately 10 Brothers working. Byars also has some small jobs in the Reno and Sparks areas as does Nevada Paving.

Industrial Construction was the low bidder on the first section of the freeway bypass in Lovelock. This project should get underway in about two weeks, weather permitting.

Crooks Bros. Construction is working hours overtime at the Fallon Naval Base trying to get the runway completed. They have had a lot of problems with their hot plant. This job should be completed by the first of the year. They have approximately 27 Brothers on the payroll.

Helms Construction Co. has a few more days on the 395 North job and it will be finished. They also have some small jobs scattered over the Reno-Sparks area and some housing development projects.

McKenzie Construction Co. has a warehouse job on Kleppe Lane. This job is going real well. Their University of Nevada job is about completed. They employ about eight Engineers.

Continental Heller is still going strong on the Purina Building. At the present time they are about 50% complete. This job is looking for a completion date of next June. There are about eight Brothers working on this job. The sub-contractor is Homan & Lawrence.

Frehner Trucking is presently working on the Boyington Lane job hauling in the fill. This job is approximately 40% complete. Their sub-contractor is Holcomb Construction Co. They are working on the one structure of this project.

Brunzell Construction has two buildings in progress at this time, one being a bank on South Virginia St. (with Brother Frank Fornengo running the crane), and the other on Sierra St. with a Pecco Tower Crane set up and operating.

Robert Helms has a job on South Virginia Street at the Old

Isbel Construction Office and pit. Fill material is being trucked in to raise the grade and make it suitable as a home building site.

Gebhardt Construction now has their plant set up and producing at Hershdale with five Engineers working.

A. Teichert & Sons' \$13,000,000 Lake World Project north of Truckee is winding down for the winter. Considering the Teamster's strike, they have made a real dent in this job.

Highland Construction of Tahoe City has given up the weather battle on the Meeks Bay job and are now shipping equipment out of the area to a job near Modesto.

Sub-Terra Inc. of Homewood still has a crew working at Baldwin Bach on South Shore and a cleanup crew at Homewood.

Terry Construction Co. of Stateline is still working on the Brock Construction Co.'s Lakeland Village Project in South Shore. They also have a crew at the Stolte Project at Stateline.

Raymond International has completed the piling on the Laxalt Hotel building in Carson City, so things should start moving a little faster from here on in. Savage Construction Co. of Carson has the site preparation with Mardian Construction Co. being the Prime.

Cortez Gold Mine has purchased some new equipment and is in the process of constructing a leach plant that is designed to recover gold from low grade ore. Due to this activity, they have employed 12 new men.

Local No. 3 members at Duval have almost finished the proposal for their new contract. We anticipate a substantial increase in both wages and fringes for these members. Their contract expires February 1, 1971.

National Lead Baroid Mine at Dumphy ratified their new contract with Local No. 3 in Elko, Nevada, November 18, 1971.

Florspar Mine is in the development stages at Austin, Nevada. This plant should employ about 20 men.

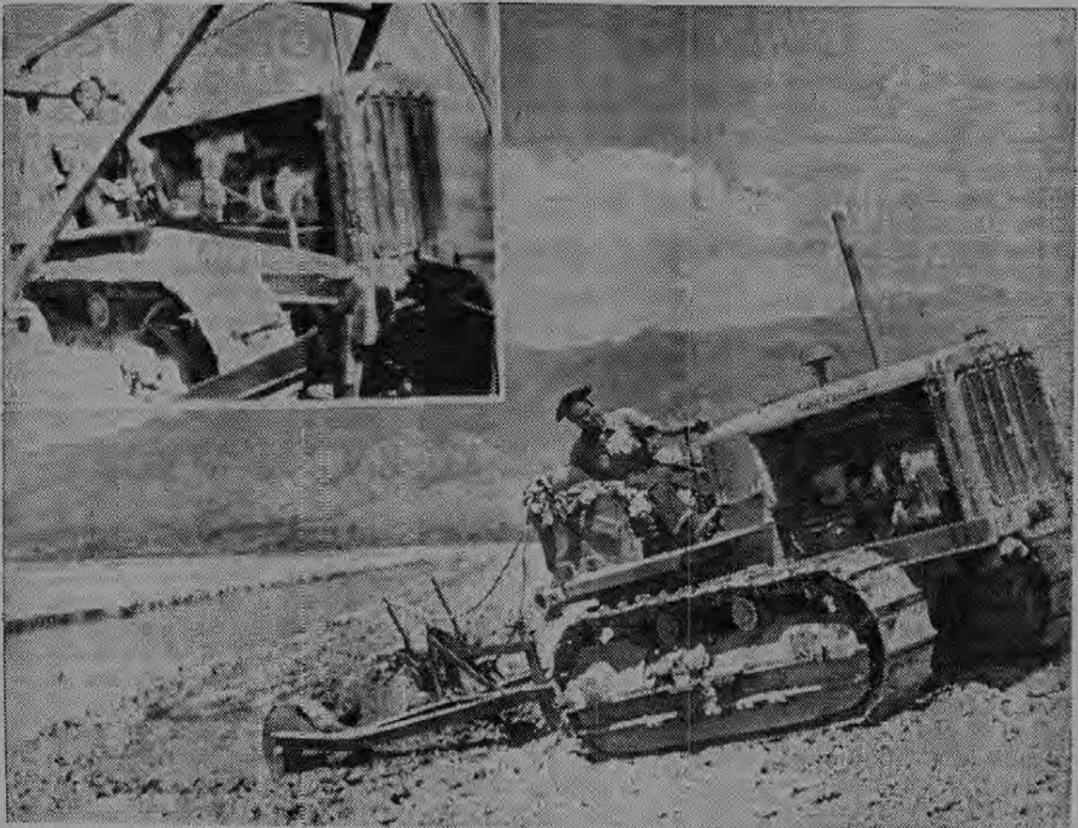
Exploration drilling in the State of Nevada has slowed down considerably due to the cold weather and snow in the higher elevations.

We would like to take this opportunity to wish all the Brothers and their families happy holidays!

Big Apartment Complex Slated

ALAMEDA — Metropolitan Life Insurance Company has committed \$9.5 million in long term financing and \$900,000 in joint venture through Western Mortgage Corporation for the construction of the South Shore Beach and Tennis Club, a luxury garden apartment complex here.

Value of the entire project, being developed by Dorie Development, Inc., is estimated at more than \$13 million. Construction is commencing immediately and will be completed in 1972.



PROVING ENGINEERS have always been ecological-minded is this old photo taken in 1934 of Brother Elmo Mathews (inset) working on a Bird Refuge at Wood Cross, Nevada. Also on the job with Brother Mathews was his protege and a former Local 3 member, Brother Shorty Alexander.

Frozen Funds Botch Current Creek Winter Work Hopes

By: TOM BILLS, WAYNE
LASSITER, KAY LEISHMAN,
LAKE AUSTIN and GEORGE
MORGAN

Work in central Utah is still good. Many of the jobs in this area are racing with the weather. The first storm hit the area mid-September and although the Brother Engineers on some of the projects lost some time, they should be able to get a few more shots at the pay-

Tom Bills

checks before old man winter cuts off the money. One of the side benefits of the storm was to drive many of the bucks down out of the hills and at this time it looks like the deer hunting will be excellent again this year.

The S. A. Healy Construction tunnel job, near Currant Creek, has closed down due to lack of government appropriations. According to available information they will not be able to resume work on this project until later next year. This is one project that was expected to continue on during the winter because of the nature of the work. The cut-back on government spending has hit us in the pockets again. It is very possible the Soldier Creek dam project will be affected the same way.

Strong Construction's job at Strawberry is still going at capacity rate. Some of the paving has been done which is greatly appreciated by the motorists driving that stretch of the road. This job had a late start this season and the Brothers working on it have moved a considerable amount of dirt for the time they have been on the job.

At Soldier Creek Dam, M. Morrin Construction is still lining the tunnel. Burgess Construction is not expected to move in the big dirt spread at this time. Some of the smaller sub-contractors on the project are working at full capacity to

complete their contracts this year.

At the west end of Water Hollow Tunnel, Jerico-Highland Construction is putting the finishing touches on their sub-contract on the pipe and are in a big hurry to finish the job while the weather holds.

Northwestern Engineering, near Roosevelt, has a large number of Operating Engineers working to pave their road job before the snow starts. The employer thinks it is going to be a real close race and is using all of the available equipment at their disposal. This has been a good job for the Brothers and about the only job in this part of Utah of any size.

Sunsion Construction has moved in a crusher operation at Jones Hole to crush a stockpile for the State of Utah. There are a few small jobs working in the Vernal area, but the only project of any size expected to be let this season is the Harley Dome job. The expected bid is \$1.5 million.

Heckett Engineering at Geneva's plant has reduced the work force some but the majority of the Brothers are still working a full week. It is hoped that this employer will get the next bid on the slag material.

In and around the city of Provo there is still some work going on but no major projects are available.

Most of the rock, sand and gravel plants have a good stockpile ready for the rest of the season and a start for next. Most of the plants are still working long hours or a two-shift operation.

As usual the paving crews are working long hours to get the asphalt down before it gets too wet and although most of the paving jobs were a little late in starting this season, the Brother Engineers who work at this part of our industry had a good season and the bank of hours looks good.

Work in the southern part of Utah is still running at its peak, but there is snow on the mountain tops and the morning air is chilly. The jobs that will

be working this winter will be few and far between. Most of the large jobs are nearing completion. One job which looks like a good winter job, a stretch of I-70 from Cisco to the Colorado border, will be let during October.

Boyles Brothers at LaSalle Junction is still running a three-shift operation laying in drifts and shaft. This looks like a January, 1972 completion date.

Contractors involved in Utah's biggest new ski development are rushing to meet the December grand opening. In Little Cottonwood Canyon, about 30 miles southeast of Salt Lake, near Alta, prime contractors Cannon Construction Company and E. Arthur Higgins are trying to complete Snowbird Ski Resort's \$8.5 million development before the first heavy snow.

The vital sewer line, which is under contract to Higgins, has been delayed by difficulty in excavating hard rock found in greater abundance than anticipated. The company is presently working on the last mile and should be finished this fall.

Cannon Construction Company is about 85 per cent complete. They have completed top and bottom terminals for the tram, towers and terminals for three double-chair lifts, a three level Snowbird Village plaza for restaurants, shops, day care and medical centers, a swimming pool and a "Mid-Gad" restaurant.

When complete, the tram will carry 120 persons in each cabin to the top of 11,000 ft. Hidden Peak in six minutes. The length of travel is nearly 8,400 feet with a vertical rise of 2,900 feet. Everyone rides in comfort and warmth.

The Grand Opening for Snowbird, billed as America's newest major resort and potentially one of the finest ski resorts in the world, has been scheduled for the first of December.

Brother Elmo Mathews enrolled in the C.C.C. (Civilian Conservation Corps) in 1934. He worked on the development of Farming in Bay Bird Refuge. See MORE UTAH, p. 16

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:

Adams, Jack (Martha, Wife) 7 Roslyn, San Carlos, Calif.	11-6-71
Arnel, Charles (Lorean, Wife) 1301 San Miguel Canyon, Watsonville, Calif.	11-19-71
Blum, Andrew (Elsie, Wife) 182 Stanford, Sacramento, Calif.	11-8-71
Bounds, Billy (Barbara, Wife) 500 E. John St., Carson City, Nevada	11-12-71
Brown, M. W. (Emma, Wife) 5843 Avenue 377, Dinuba, Calif.	11-11-71
Calyte, Erick (Ella, Wife) 251 Rio Verde Street, Daly City, Calif.	11-8-71
Carpentier, Fernand (Joseph Suder) 1104 2nd St., Novato, Calif.	11-4-71
Carter, Robert L. (Bertha, Wife) 1017 N. Jefferson, Springdale, Arkansas	10-31-71
Churchich, Peter (Ann, Wife) 3722 South 700 East, Salt Lake City, Utah	11-1-71
Cunningham, Vernon (Helen, Wife) 157 Capuchino, Millbrae, Calif.	11-8-71
Dorresteyn, William (Dorothy, Wife) Spanish Flat Villa, Napa, Calif.	11-11-71
Dunsing, C. H. (Josephine, Wife) 800 Waugh Lane, Ukiah, Calif.	11-10-71
Earls, Silas (Eunice, Wife) P. O. Box 56, Tranquility, Calif.	11-9-71
Gentry, W. F. (Pauline, Wife) 202 Brookwood Drive, Richmond, Missouri	10-10-71
Grove, William (Grace Irene, Wife) P. O. Box 6, Central Valley, Calif.	11-1-71
Halkyard, Thomas (Elizabeth, Wife) P. O. Box 131, Burney, Calif.	11-6-71
Humiston, Glenn (Myrtle, Wife) 13538 Railroad, Glen Ellen, Calif.	11-10-71
Johnson, L. V. (Opal, Wife) 12852 Hwy. 152, Chowchilla, Calif.	11-11-71
Kalakau, Paul (Edith Tisalona, Daughter) 47-245 Waihee Road, Kaneohe, Hawaii	11-4-71
McWhirter, Donald (Mildred, Wife) 113 Center Street, Yerington, Nevada	10-22-71
Madry, Lloyd (Dona, Wife) P. O. Box 63, Canby, Calif.	10-29-71
Miller, Earnest (Julia, Wife) 1102 Shamrock Drive, Campbell, Calif.	11-13-71
Morrow, Arlis (Margaret, Wife) P. O. Box 623, Williams, Calif.	10-6-71
Moughmer, Robert (Glenn, Father) 2213 Sartori Drive, Santa Rosa, Calif.	11-13-71
Newell, Theodore (Margaret Friedman, Daughter) P. O. Box 86, Blacksprings, Nevada	11-1-71
Robinson, Joshua (Esther, Wife) 19 North Street, Woodland, Calif.	11-9-71
Sidensol, Robert (Ethel, Wife) 492 Arleta Avenue, San Jose, Calif.	11-15-71
Smith, C. E. 3528 Delta Waters, Medford, Oregon	11-3-71
Thomsen, Laurence (Rosella, Wife) 3519 Rosemont Drive, Sacramento, Calif.	11-12-71
Windom, William (Mary, Wife) 41 Gamma Drive, Las Vegas, Calif.	11-13-71
Winsor, Charles Jr. (Mamie, Wife) 450 Milani Drive, Ukiah, Calif.	11-10-71
Wolff, Karl (Theodore, Son) 92 Brookmead Pl., San Anselmo, Calif.	10-30-71

DECEASED DEPENDENTS November 1971

Bolduc, Rose—Deceased November 2, 1971 Deceased Wife of Harold Bolduc
Burch, Bernice—Deceased November 3, 1971 Deceased Wife of Henry Burch
Byard, Loraine—Deceased November 14, 1971 Deceased Wife of Bobby Byard
Coontz, Jewel—Deceased October 29, 1971 Deceased Wife of Allen Coontz
Duran, Margaret—Deceased November 22, 1971 Deceased Wife of Tim Duran
Hamlin, Jessie—Deceased October 27, 1971 Deceased Wife of Kenneth Hamlin

More JAS News . . .

(Continued from Page 7)
the Operating Engineers Sectional Meetings included:

1. Health and Safety Act as it applies to apprenticeship.
2. On-the-job training (duties of employer and apprentice).
3. Minorities in apprenticeship.
4. Acquisition of surplus equipment for training centers.
5. Term of apprenticeship—two, three, or four years.
6. Federal Highway Administration Interim Order 7-2(2) and (3) which pertains to special training provisions on federally assisted highway projects.

These sessions were very informative and we met many people who were interested in

apprenticeship and exchanged ideas and discussed mutual problems.

Representatives of the Utah Committee also visited the Operating Engineers Local Union No. 9 training facility. Their training ground is a 2,000-acre land-fill project for the City of Denver.

We would like to congratulate apprentice Alfred Whichelo, G&P who was selected as the Outstanding Apprentice of the Year 1971 by the Utah Joint Apprenticeship Committee. He will be presented a Certificate of Achievement and an award by the A.G.C. as well as the Operating Engineers Joint Apprenticeship System trophy and \$50 Savings Bond.

More Oakland News . . .

(Continued from Page 6)

newspaper article it was reported that the State of California had appropriated funds for over 18 million dollars worth of highway construction in Upper Contra Costa County. In other sections of District 20, the state also appropriated \$3,700,000.00 to complete the financing for converting 0.8 miles of the 4-lane route 92 expressway to full freeway standards between a completed section westerly to the San Mateo Bridge and the interchange with the Nimitz freeway in Hayward. This project includes constructing an interchange at Hesperian Boulevard and a temporary connection with Jackson Street at an estimated cost of \$5,700,000, of which \$2,000,000 had been budgeted in the 1971-72 fiscal year.

Also in the budget was \$280,000 to improve the riding qualities of the Nimitz Freeway by replacing tilted pavement slabs and grinding away rough spots between Decoto Rd. and Tennyson Rd. in Hayward, a distance of about 5 miles.

\$500,000 was also approved to reconstruct Bush Street in Oakland.

Replacement of the twin bridges on Hesperian Blvd. across San Lorenzo Creek in San Leandro with a single lane bridge divided by an 18 foot median will cost an estimated \$900,000 of which the state will pay \$300,000 and Alameda County will pay the balance.

There have been numerous jobs in the \$10,000 to \$100,000 category awarded in District 20 this last month. These are the small jobs that help to fill the gap between the big ones and usually last from two weeks to two months. They don't look very impressive but the scale is the same on these jobs as it would be on a big job.

Just recently your representative held a pre-job conference with Peter Kewits & Son on their Las Medanos Junior College job in Pittsburg.

This job is typical of most of the large jobs where primary construction involves structural work. This contract was awarded for \$9,115,000 and Kewit will employ a total of 3 brothers, two tower crane operators and one fork-lift operator. The completion date of this job is August 1973 with a kick-date of December 20, 1971.

All the agents and dispatcher in Oakland would like to take this opportunity to express our gratitude for the cooperation that the good brothers in District 20 have shown us. With your help, the agents in Oakland have been able to do a better job of enforcing the agreements and as a result we have put a lot of Operating Engineers on the job who would otherwise have still been on the out of work list. So thanks again brothers and keep up the good work.

SOME OF THE UPCOMING SMALL CONTRACTS IN CONTRA COSTA COUNTY:

11-17-71 (Dist - Treatment Plant Enlargements) Dublin, Calif. (Contract awarded)

Award to C. & C. Bohrer, Inc., 459 Hamilton, Palo Alto, \$2,464,500 by Vly. Community Svcs. Dist., 7051 Dublin Blvd., Dublin, for const. wastewater trmt. plant, Stage 2 enlargements under Lump Sum bid.

SEWER CONSTRUCTION
11-17-71 (CITY-LAKE SHORE AVE., ETC.) OAKLAND, CA. (CONTRACT AWARDED)

Award to Aldrich Const. Co., 5267 Rahlves Dr., Castro Valley, \$32480 by City Clerk, City Hall, Oakland, for repl. pipe sewers w/in the area bounded by Lake Shore Avenue, 4th Ave., E. 12th St. & E. 19th St. No. 84210—Ref. Iss. 10-4.

LANDSCAPING
11-10-71 (DIST - SHANNON PARK) DUBLIN, CA. (CON-

TRACT AWARDED)

Award to G. M. Labrucherie, 650 Mines Road, Livermore \$47,111 by Valley Community Services Dist., Box 2206, Dublin, for site prep., grade, drnge, & landscaping approx. 8 acres of develop., Shannon Park, Dublin, Alameda Co., under L. S. Bid. Refer Issue 10-28 for bid received.

Scholarship Award Rules Announced for 1971-72

Recording-Corresponding Secretary T. J. Stapleton has announced the opening of the annual Local 3 scholarship competition. The following gives full instructions and rules and from where to obtain application blanks.

GENERAL RULES & INSTRUCTIONS FOR APPLICANTS FOR LOCAL 3 COLLEGE SCHOLARSHIP AWARDS 1971 - 1972 SCHOOL YEAR

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

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

WHO MAY APPLY:

Sons and daughters of Members of Local 3 may apply for the scholarships. The parent of the applicant must be a Member of Local 3 for at least one (1) year immediately preceding the date of the application.

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

- either: (1) the Fall Semester (beginning in 1971),
or: (2) the Spring Semester (beginning in 1972),

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

Applications will be accepted between December 1, 1971 and March 1, 1972.

AWARDING SCHOLARSHIPS:

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

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

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

INSTRUCTIONS:

All of the following items must be received by MARCH 1, 1972:

1. **The Application**—To be filled out and returned by the Applicant.
2. **Report on Applicant and Transcript**—To be filled out by the high school principal or person he designates and returned directly to Local No. 3 by the officer completing it.
3. **Letters of Recommendation**—Every Applicant should submit one to three letters of recommendation giving information about his character and ability. These may be from teachers, community leaders, family friends or others who know the Applicant. These may be submitted with the application, or sent directly by the writers to Local No. 3.

1. **Photograph**—A recent photograph, preferably 2 inches by 3 inches, with the Applicant's name written on the back. (Photo should be clear enough to reproduce in the Engineer News.)

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

T. J. Stapleton,

Recording-Corresponding Secretary,
Operating Engineers Local Union No. 3,
474 Valencia Street,

San Francisco, California 94103,
or to College Scholarships at the address shown above.

Personal Notes

SAN JOSE

We extend our condolences to the families of the following deceased Brothers:

- Earnest Miller James Potter
- Robert Sidensoil Clyde Davlin
- Robert Snowden Manuel Silva

We extend our wishes for a speedy recovery to the following Brothers who are in the hospital: Charles Adams, Dean Zaner and Jay Victor.

We wish to congratulate Mr. and Mrs. Robert Gomez on the birth of their baby daughter on October 27th.

We want to take this opportunity to wish all the Brothers and their families a Happy Holiday Season!

MARYSVILLE

During the past month, Brother Herman Jenson from Comptonville, an old timer in this organization, passed away. It will be impossible to fill this vacancy. Brother D. L. Gibbons had a short stay in the Fremont Hospital, Yuba City. Brother Gibbons is home now, recuperating and looking in the best of health.

We received the following letter from Mrs. Ruth M. White, wife of deceased Brother Earl White:

To: Harold Huston, District Representative, and Officers of Operating Engineers Local Union No. 3.

I would like in some way to express my thanks and deepest appreciation to the Union and all the members and a very special thanks to Harold Huston for all the kindness and thoughtful sympathy at the time of my great loss and a very special thanks for the beautiful white Bible, which I will treasure always.

Always, Mrs. Earl H. (Bo) White and the children

P.S. Would love to hear from any of the brothers and wives or from some of the wives who have lost a loved one."

FRESNO

Our deepest sympathies are extended to the family of Brothers W. M. Brown, L. V. Johnson and Earl Silas who recently passed away.

Also, we wish to express our condolences to Brother Everett Turner on the loss of his daughter Jeanne.

STOCKTON

The following Brothers were either hospitalized or under a doctor's care this past month: William J. Manley, Glenn A. Hogard, Dick Durham, Cecil Hash, Donald Nelson and Alphon Smith. A speedy recovery is wished for all.

SAN RAFAEL

Congratulations and best wishes are in order to Brother Ray Stoddard on his recent marriage to Kathryn.

The following have been ill, and we wish them a speedy recovery: "Pat Kittell", wife of Brother Bob Kittell, who underwent surgery at Novato General, but is recuperating nicely at home; Brother Bill Cooley, hospitalized for a short stay but doing nicely; Alice Silva, still confined at Marin General Hospital (We miss reading her column in the "Pt. Reyes Light".) According to reports received from Brother Joe Silva, Alice is doing nicely.

Our condolences to Brother Al Coontz, Safety committeeman for Ghilotti Brothers, on the recent loss of his wife; to Brother Frank Gardner, Jr. on the recent loss of his father; Deepest sympathy to families of Brothers Karl Wolff, deceased October 30th; and Brother Fernand "Frenchy" Carpentier who passed away November 4th.

We in the San Rafael Office, wish you and yours the happiest of holidays—"MAY YOUR CHRISTMAS BE SO WONDERFUL THAT WHEN THE DAY IS PAST IT LEAVES YOU WITH A HAPPY HEART AND MEMORIES THAT WILL LAST. . . THEN MAY THE YEAR THAT LIES AHEAD BE SURE TO BRING TO YOU A LOT OF JOY AND HAPPINESS IN EVERYTHING YOU DO." Al Hansen and Terry Haag

RENO

Brother Vern Nichols is now recuperating at home after a short stay in the hospital, and Brother Ray Lambeth still on our sick list at home. We are sure these Brothers would welcome possibly a visit or a call. We hope they have a speedy recovery.

Our sincere sympathy to Brother Autumn Hewitt on the recent loss of his wife Lucille.

Brother Theodore Newell, better known as "Sundown" or "Slim" to the members, passed away November 1, 1971. We offer our deepest sympathy to his family and many friends.

Brother Billy S. Bounds was killed in an automobile accident near Eugene, Oregon, on November 12, 1971. Our sincere sympathy to his family and friends.

At this time, all of us in the Reno District Office wish all the members of Local No. 3, their families and friends the most joyous of Holiday Seasons and a Peaceful and Prosperous New Year.

EUREKA

Congratulations are in order to Mr. and Mrs. Randall Fleshman, they are the proud parents of a baby boy. Mr. and Mrs. Arthur Glocker are the proud parents of a baby girl.

We wish to extend our deepest sympathy to our Retired Brother, Paul Taylor on the loss of his wife, Helen, who passed away November 6, 1971, after an illness.

OAKLAND

Ernie Hopperstad is resting at his Pittsburg home after undertaking a major operation.

Dan H. Shirts is recovering at home and is doing well after his open heart surgery. He is looking forward to drawing his first pension check in 1972.

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE: 1/4-ACRE LOT, 12 Emerson Acres, 21 ft. W. of State Rd. 99, incl. 200' well, 12' of 1/2-acre easement to Emerson St., all fenced. Call (707) 644-0745, Vallejo, Ca. 94590. Reg. No. 1328379. 10-1.

FOR SALE: 1967 JOHN DEERE 350 crawler tractor w/4-way angle dozer & ripper, excel. cond. \$4,000. Call (408) 274-3404. J. B. Whalen, 3407 Hillsborough. Reg. No. 1152800. 10-1.

SELL OR TRADE: TWO BIRD DOGS, one English Pointer, one Weimaraner, reg. well trained, yard & field. Three years old, will try out. Virgil Moore, 1685 Elverta Rd., Elverta, Ca. 95626. Phone (916) 991-5494. Reg. No. 0752821. 10-1.

FOR SALE: JOHN DEERE 2010 Dozer w/ rippers; new pads, right steer., clutch & brake mint condition 980 orig. hrs., \$5,800. Firm. Call Roy after 6 p.m., 682-8822. Clayton. Reg. No. 1477900. 10-1.

MASTER MECH., RETIRING: Compl. set of tools for servicing hv. duty equip. 70% brand new or slightly used. Two cabinets w/roll away. \$2,500 value, will sell for \$1,250. Can carry some paper. Phone 783-3347, H. G. Covey, 21104 Victory Dr., Hayward, Ca. Reg. No. 0577346. 10-1.

FOR SALE: ZENITH TV 21", rem. control, \$20. Gas clothes dryer, \$35. Call (415) 467-3360. Reg. No. 0303216. 10-1.

WANTED: LOWBED TWO AXLE semi-trailer 15-20 T for 3-axle tractor, max. width 8', J. Craddock, 675 Sir Francis Drake Blvd., San Geronimo, Ca. Call (415) 454-0776. Reg. No. 982927. 10-1.

FULL DECK DBLE. AXLE 1956 Low Bed, eight 10-00x15" tires, good cond. 1951 Autocar w/220 Cummins, 4-spd. Browne & S-seeed main box. \$4,000 for all. C. H. Culbertson, P.O. Box 92, Bridgeville, Ca. 95526. Reg. No. 1115301. 10-1.

PONTIAC CATALINA STA. WAGON, 48- 000 ml. oil pwr., air cond., new tires, ballers, shocks & brakes. Asking \$1,000. (415) 467-3360. Reg. No. 0303216. 10-1.

COMPLETE BACKHOE SERVICE For Sale. 1650 Oliver Backhoe & loader; 2T dump trk. (Chevy.); Miller lift top tier.; 2-way radio. Phone 299-4295, Don Collins, 6570 N. Temperance, Clovis, Ca. 93612. Reg. No. 0998683. 10-1.

FOR SALE: OLDS 88 '1961, 4' dr. 'Holdo, P.S., P/B., white-blue int., new battery, new tires, 4 mos. old. \$300 or best offer. (415) 467-3360. Reg. No. 0303216. 10-1.

1966 EL CAMINO, 283 eng., auto, trans., 66,000 mi., very good cond. \$1,200 or best offer. Phone (916) 346-8254. Reg. No. 0329475. 10-1.

FOR SALE: 1962 FORD Diesel Tractor & backhoe w/buckets & mod. 712 loader side dump. Motor comes rebuilt. 3 single axle tilt bed tr. w/100x20 tires. \$3,195. J. C. Dakken, 12705 Gridley St., San Jose, Ca. Phone 251-1657. Reg. No. 0692665. 10-1.

FOR SALE: 1961 CASE Backhoe loader 530 model gas, 14' reach, 2 buckets. 24" & 12" very good shape. \$2,500. D. DeSair, Rt. 1, Box 140, Brentwood, Ca. (415) 634-3325. Reg. No. 1328142. 10-1.

FOR SALE: '61 CADILLAC CLASSIC 4 DR to tone green sed. in new like cond. thruout. 1 of the few of its kind left. \$1,200 firm. Call 707-923-3297 or write W. M. McNeil, Oakcrest Dr. Garberville, Ca. 95440. Reg. No. 982994. 11-1.

CASH FOR ENGLISH 12 BORE shot guns. Pls give make, price & where seen. Les, 302 E. 39th Ave., San Mateo, Ca. 94403. Reg. No. 1051251. 11-1.

SELL OR PART TRADE FOR MOTOR HOME 1/2 acre level lot frontage on San Antonio Rd. nr. Monrovia Beach, Santa Cruz. Gas & water, value \$5,000. D. A. DiMozzilo, 1385 47th Ave, Capitola, Ca. 95010. Reg. No. 1158894. 11-1.

GOODYEAR THIN WHITE WALL wide-tread tire No. H-70-15, 4-ply polyester & glass, like new, 100 mi \$30. 415-873-6267. Reg. No. 0876129. 11-1.

THREE ACRES FOR SALE. Best fishing & hunting, block top rd. 2 bedroom school bus nearby. E. B. Loyd, P.O. Box 297, Brownsville, Ca. Reg. No. 0321463. 11-1.

M-40 BACKHOE & LOADER low hrs like new, must sell \$7,000 or make offer. Tilt bed trailer like new voc. over hyd brakes, tandem wheels. L. Richers, 1291 Daphne Dr., San Jose, Ca. Tel. 257-5298. Reg. No. 1211000. 11-1.

FOR SALE ONE ALLEN SCOPE MODEL NO. 2749 UNIT 1081 largest model; cost in 1971 \$2,395 will sell for \$1,000 like new. Phone 415-565-3504. Reg. No. 1011211. 11-1.

TRADE FOR TRAILER: NORTHWEST 25 DRAGLINE, 70' crane boom, Cat 6 Diesel, bucket, extra counterweight. Good cond. Box 2161, Petaluma, Ca. Tel. 707-763-6249. Reg. No. 351272. 11-1.

CHRYSLER MARINE SILVER DOME w/frd & reverse reduction trans. \$300 or take light trailer part payment. 415-873-6267. Reg. No. 0876129. 11-1.

1970 MERCURY MONTEREY 390 motor, air cond., pow. steer, pow. front seat & disc brakes, low mileage, avocado green. Sell below blue book. J. E. Morris, P.O. Box 127, Snelling, Ca. Call 563-6460. Reg. No. 0686904. 11-1.

RULES FOR SUBMITTING ADS

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

RIVER FRONTAGE 2 BDRM HOME on approx one acre redwoods, exc. water supply, large nice front yard \$13,500. C. H. Culbertson, Box 92, Bridgeville, Ca. 95526. Phone 707-777-3688. Reg. No. 1115301. 11-1.

MUST SELL: 70 MERCURY CYCLONE, P/S, P/B, automatic, 16,000 mi. Cobra Jet 425. Yellow w/black int. Many extras. Take over \$100/mo. payments or \$2,600. Call 707-448-1673. Reg. No. 1334971. 11-1.

FOR SALE: APPALOOSA MARES AND STALLIONS. Anthony Entantino, 1673 Grande Grove Dr., San Jose, Ca. 95124. Reg. No. 056379. 11-1.

TRIPOD TV MAST or radio telescopes from 20' to 48' come in 10 sections easy to install. Total wt 60 lbs. \$75 Archie K. Shepard, 1526 L St., Newman, Ca. 95360. 209-862-3676. Reg. No. 1087993. 11-1.

FOR SALE: A. C. HD 5 DOZER w/hydr lift blade & ripper bar. Needs under carriage wk. \$1,600. 8'x6' Dromadery Bed w/3 tool compartments under bed. \$300. C. Gebhart, P.O. Box 395, Santa Cruz, Ca. 95060. 408-423-3800. Reg. No. 1229814. 11-1.

FOR SALE: CLEVELAND 140 TRENCHER 12 T. 3-legger trailer, 61 GMC 4 vd dump trk, 9 T trailer Case 580 Backhoe. Call after 6 p.m. 415-961-2909. Reg. No. 557466. 11-1.

LOT FOR SALE BROOKTRAILS SUB. ad. dirt, 62x115' sewer, water, elec. in w/ paved rds \$1,000 equity take over payments of \$60/mo. R. Pross, Rt. 1, Box 54-P, Willis, Ca. Reg. No. 0953998. 11-1.

NICE LITTLE UNDERGROUND, EXCA- VATING, etc. business for sale—will consider partner. Call Jack at 408-269-6542. Reg. No. 0434969. 11-1.

SELL TRADE EQUITY 18x50' mobile home, 2 BR, 2 bath, 2 coolers, storage shed, bit-on room, awnings, full skirting, cor. lot 5 stor Park Lawn trees. W. A. Pierce 3751 S. Nellis Blvd., So. 188, Las Vegas, Nev. 89109. Reg. No. 0314251. 11-1.

1970 HONDA TRAIL 90 in good condition. \$240. 415-686-3836. Reg. No. 1009449. 11-1.

FOR SALE: ONAN 1500 WATT AC GENERATOR 5225. Walker Turner 12" Radial Saw 3 phase \$250. Craftsman Comml Skill Saw & case \$50. Biluminous tank 200 gal w/heater \$550. 209-463-7305. Reg. No. 1208766. 11-1.

75 ACRES 21 MI. EAST OF REDDING oil or part 325 per acre. G. L. Criswell, 6086 Bennington Dr., Newark, Ca. 94560. 793-4921. Reg. No. 1174989. 11-1.

31 ACRES 21 MILES EAST OF REDDING on black top county rd, 28 miles in of water out of NO COST irrigation dist. elec. & tele in. \$27,500. G. L. Criswell, 6086 Bennington Dr., Newark, Ca. 94560. Reg. No. 1174989. 11-1.

FOR SALE: 17 FT TRAILER EXC. COND. rec. refinished, wood paneling. Elec. or propane, elec. or battery. \$800 or best offer. Call 251-0326. Write 70298 Doris Ave., San Jose, Ca. Reg. No. 363072. 11-1.

Job Stewards Safety Committeemen

(Continued from Page 5)

JOB STEWARDS APPOINTED

Week Ending	Name	Agent
December 3, 1971	Hubert Mynoh	Don Luba
01	Ronald Mize	John Norris
08	Harold Rubke	Paul Wise
15	Marvin Wilthrow	Al Swan
22	Ronald Bunat	K. Leishman
29	Bill Sorenson	Geo. Morgan
Week Ending December 16, 1971	Barbara Whitehouse	W. Norris
23	Jack Crjenjak	M. Kraynick
30	Clyde Hackney	M. Kraynick

SAFETY COMMITTEEMEN ACTIVATED

Week Ending	Name	Agent
October 15, 1971	Leland Custer	Bob Hovenhill
Week Ending October 22, 1971	Arthur Rudo	Geo. Morgan
Week Ending November 5, 1971	Jack D. Eird	Bob Sheffield
Week Ending November 12, 1971	Rolph J. Hoffman	Ebb Wannan
19	Dove Hahn	Ebb Wannan
Week Ending December 3, 1971	Norman Cossairt	Al Swanson
10	LERay Homer Kerr	Al Swan
17	George Dodge	Lake Austin
24	Wilton Sheperdson	Kay Leishman

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FOR SALE

24' x 57' MOBILE HOME
1969 Model — UNIVERSAL DELUXE
Dishwasher — Washer — Dryer — Refrigerated Air Conditioning
Cost New—Over \$15,000—Sale Price \$10,300
Credit Union financing available for qualified buyer with small down payment.
This unit is located in Eastern Contra Costa County
PHONE CREDIT UNION 431-5885

More Personals . . .

(Continued from Cols. 1 & 2)

Joe Riley is in the New Highland Hospital recovering from a recent heart attack.
W. C. Hansen is on the sick list with back trouble and is planning to take his pension early in 1972.
Our heart felt sympathy is extended to the families and friends of our brothers who have just on recently.

Clayton Rossen of El Cerrito, Ronald Payne of Concord, John W. Couter of Oakland, William King of San Leandro, Dale McKelie of Brentwood, Charles Grady of El Cerrito, Christian Jensen of Castro Valley, George R. Johnson of San Pablo, Wayne D. Ohl of Pittsburg.

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1972 MEETINGS SCHEDULE

1972 SCHEDULE OF SEMI-ANNUAL, DISTRICT & SUB-DISTRICT MEETINGS

SEMI-ANNUAL MEETINGS:

JANUARY
 8 San Francisco, Sat., 1 p.m. Semi-Annual Meetings will be held at the Marine Cooks and Stewards Auditorium, 350 Fremont Street, San Francisco

DISTRICT & SUB-DISTRICT MEETINGS

JANUARY	JULY
18 Eureka, Tues., 8 p.m.	18 Eureka, Tues., 8 p.m.
19 Redding, Wed., 8 p.m.	19 Redding, Wed., 8 p.m.
20 Oroville, Thurs., 8 p.m.	20 Oroville, Thurs., 8 p.m.
26 Honolulu, Wed., 7 p.m.	26 Honolulu, Wed., 7 p.m.
27 Hilo, Thurs., 7:30 p.m.	27 Hilo, Thurs., 7:30 p.m.
FEBRUARY	AUGUST
2 San Francisco, Wed., 8 p.m.	2 San Francisco, Wed., 8 p.m.
8—Stockton, Tues., 8 p.m.	8 Stockton, Tues., 8 p.m.
17 Oakland, Thurs., 8 p.m.	17 Oakland, Thurs., 8 p.m.
22 Sacramento, Tues., 8 p.m.	22 Sacramento, Tues., 8 p.m.
24 San Jose, Thurs., 8 p.m.	24 San Jose, Thurs., 8 p.m.
MARCH	SEPTEMBER
1 Fresno, Wed., 8 p.m.	7 Ukiah, Thurs., 8 p.m.
3 Salt Lake City, Fri., 8 p.m.	15 Salt Lake City, Fri., 8 p.m.
4 Reno, Sat., 8 p.m.	16 Reno, Sat., 8 p.m.
9 Ukiah, Thurs., 8 p.m.	OCTOBER
APRIL	3 Eureka, Tues., 8 p.m.
4 Eureka, Tues., 8 p.m.	4 Redding, Wed., 8 p.m.
5 Redding, Wed., 8 p.m.	5 Marysville, Thurs., 8 p.m.
6 Marysville, Thurs., 8 p.m.	25 Honolulu, Wed., 7 p.m.
12 Honolulu, Wed., 7 p.m.	26 Hilo, Thurs., 7:30 p.m.
13 Hilo, Thurs., 7:30 p.m.	NOVEMBER
MAY	1 San Francisco, Wed., 8 p.m.
2 Sacramento, Tues., 8 p.m.	2 Watsonville, Thurs., 8 p.m.
3 San Francisco, Wed., 8 p.m.	9 Oakland, Thurs., 8 p.m.
4 Oakland, Thurs., 8 p.m.	14 Stockton, Tues., 8 p.m.
9 Stockton, Tues., 8 p.m.	21 Fresno, Tues., 8 p.m.
11 Watsonville, Thurs., 8 p.m.	28 Sacramento, Tues., 8 p.m.
JUNE	DECEMBER
2 Provo, Fri., 8 p.m.	1 Ogden, Fri., 8 p.m.
3 Reno, Sat., 8 p.m.	2 Reno, Sat., 8 p.m.
8 Santa Rosa, Thurs., 8 p.m.	7 Santa Rosa, Thurs., 8 p.m.
13 Fresno, Tues., 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., 2306 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 Intermediate School (Cafetorium), 1633 S. King Street.	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, Engineers Bldg., 3900 Mayette.
Oakland, Labor Temple, Miller's Hall, 23rd & Valdez.	Provo, 165 West 1st North.
	Ogden, Teamsters Hall, 2538 Washington Blvd.

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More Redding

(Continued from Page 4)

Valley Engineers Inc. have finished their underground job for the City of Redding on Caterpillar Road. Brother Carl "Handy" Wassmouth really earned his money on this one, they had to cut over and under the main Northern California trunk line of Pacific Telephone. The cost of down time in the event of a break is around \$60,000 per hour. The reason we know it, it was cut the day before "Handy" got there.

The Dutcher Company has finished the fencing on Hughes and Ladd Inc.'s Lakehead job.

If you are planning to go to Rancho Murieta Training Center this Fall you had better get on with it before they get loaded up. If you haven't planned on going but could use some training to upgrade your skills or acquire a new skill, then Brother you better think again. This business is getting more technical and complicated every year, the competition is keener and the expectations of the employer more exacting. The only way any man can expect to make it in the industry is to be able to offer to the employer the skill and competency he demands. The training at "The Ranch" is available to all members of Local No. 3 at no cost and includes free room and board.

From all of us in the Redding District to you and yours a Very Merry Christmas and a Happy and Prosperous New Year.

More Utah . . .

(Continued from Page 13)

Brother Mathews was master mechanic for three years and then promoted to instructor over all equipment. The C.C.C. at that time was similar to the Job Corps as we know it today.

The Bird Refuge at Farmington Bay is approximately 11 miles in circumference and 11 feet high. It took approximately six years, day and night, at eight-hour shifts and approximately 1,000,000 yds. of muck to complete.

Trainees were required to board at the camp and were permitted weekend passes. However, they were required to be in the sack at 11 p.m. At graduation Brother Mathews' discharge papers indicated that he was fully qualified as a heavy-equipment operator.

Trainees signed on for six months. If promoted to regular enrollees, their pay was \$30 a month with clothes, hospital services, room and board furnished. If qualified, they were promoted to leader. The Leader's pay was \$40 per month and the next step, Assistant Project Foreman was paid \$45 a month.

Brother Elmo "Red" Mathews is presently employed by Cox Construction Company of Manti, Utah, as a cat skinner.

Credit Union Notes

Support from Your CU Is There When You Need It

By JAMES "RED" IVY
 Credit Union Treasurer

We keep records, make records, break records—It would be pretty safe to say that hardly a day goes by that a new record is not set by your Credit Union.

The November payout of Northern California Vacation/Holiday Pay boosted the total assets of the Credit Union to a record eleven and three quarter million dollars. A record 93 per cent of the total funds distributed from the Northern California plan were used by the Members to purchase Credit Union shares.

During the latter stages of the Northern California Teamster's strike this past summer, the Credit Union was called on for loans and withdrawals combined, averaging \$55,000 per day. This was a record amount for what would normally be the peak work period and no doubt provided a lot of comfort to our Members not accustomed to being unemployed in the middle of the summer.

Now, with the winter season and the Christmas season both hitting at the same time, new records for the amount of cash being dispensed are made almost every day as Members apply for loans and draw on their reserves to meet their needs.

Lest you be concerned that this cash outflow might cause the Credit Union to be unable to meet the demands for new loans and withdrawals, we can report that we have a record amount of well over five million dollars available. These funds plus the new deposits being received and the money received in payments on loans which in itself runs over one quarter million dollars a month, would support twice the amount of our present cash outflow.

Further evidence that your Credit Union can handle whatever cash demands that are made on it is our record growth—from six hundred thousand dollars to almost twelve million dollars in less than four and one half years.

These records, particularly the ones set by the Members taking advantage of the savings opportunity provided them in the Vacation/Holiday Pay Plans, have been very gratifying to Local No. 3 Business Manager, Al Clem and the rest of the Officers and Board Members of the Local Union whose efforts made the Credit Union a reality.

We have talked to Members who claimed they were never before able to save a nickel that have not touched their Vacation Pay since it began transferring into the Credit Union. This alone, in our opinion provides ample justification for the Credit Union.

DON'T LET THIS BE YOUR STORY

The story of saving in many lives read like this:
AGE 21-30: I CAN'T SAVE NOW. I'm young. There's plenty of time. I'll wait until I start making a little more. Then I'll save.
AGE 31-45: I CAN'T SAVE NOW. I've got a growing family on my hands. It takes all I earn to keep them going. As soon as they are a little older, it'll cost less. Then I'll save.
AGE 46-55: I CAN'T SAVE NOW. I have two children in college. It's all I can do to pay their expenses. I can't save a penny. Wait until they're out of college and on their own. Then I can "salt it away."
AGE 56-65: I CAN'T SAVE NOW. I know I should. But things aren't breaking the way they should. It's not easy for someone my age to step out and get a better job. Maybe something will break later.
AGE 66: I CAN'T SAVE NOW. We're living with my son and his wife. My pension check doesn't go far. I wish I had started saving years ago.

There's the common lament. The purchase of Credit Union Shares with your Vacation/Holiday Pay is a good way to prevent this from being your story at any age.

*Season's Greetings
 from the
 Officers and Staff of
 Operating Engineers
 Local Union No. 3
 I.U.O.E., AFL-CIO*