

Season's Greetings

Auburn-Folsom Final Report Completed

SACRAMENTO—The final environmental impact statement on the Bureau of Reclamation's Auburn-Folsom South Canal Unit of the Central Valley Project, California, has been filed with the Council on Environmental Quality in Washington, D. C.

The project is being constructed on the American River and will affect portions of Sacramento, Placer, El Dorado, and San Joaquin Counties in California. The statement covers Auburn Dam, its reservoir and powerplant and related facilities and the Folsom South Canal. These features are now in various stages of construction.

Reclamation's Regional Director, Robert J. Pafford, Jr., said Auburn Dam will create a reservoir backing up some 23 miles up the North Fork of the American and about 25 miles up the Middle Fork from its confluence with the North Fork. The reservoir, part of which will be within the city limits of the City of Auburn, will contain about 2.3 million acre-feet of water when full and have about 10,000 surface acres.

Auburn Reservoir, in combination with existing Folsom Reservoir, will provide supplemental water for municipal and industrial needs and irrigation on portions of the 500,000 acre Folsom South Canal service area. It will also provide flood protection to urban-suburban Sacramento, an enlarged fishery in the areas inundated by the reservoir, and a

See EIS Report Page 2

Grayson Sees Control Ending

If the head of the Price Commission has his way there won't be any need to pay attention to a recent statement by Pay Board Chairman George Boldt that he sees no justification for a revision of the current 5.5% wage standard.

C. Jackson Grayson told the editors of US News and World Report that he sees no reason for continuing controls beyond their expiration date next April.

Grayson noted Public arguments for large wage increases next year to be followed by price pressures, but said despite the potential inflationary pressures those arguments "are not persuasive enough for me to feel that controls should be continued—once the President has made the basic decision that stability has been reached," the magazine reported.

Marr Vice Chairman

CHICAGO—Dale Marr, Vice President of Operating Engineers Local Union No. 3, has been elected vice chairman of the Labor Conference of the National Safety Council. He succeeds William McCullough of the Canadian Union of Public Employees who was elected chairman of the LCNSC.

"Serving the men who move the earth!"

ENGINEERS NEWS

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



Guam, Where America's Day Begins • Hawaii, The 50th State • No. California, The Golden State • No. Nevada, Silver State • Utah, Heart Of The Rockies

Vol. 31—No. 12 SAN FRANCISCO, CALIFORNIA 40 December 1972

A Pint From 3 on the Blood Donor Tree!



GIVE A PINT FOR XMAS themed the above sign-up of Operating Engineers Local Union 3 blood donors at Peterson Tractor Company in San Leandro, California. Answering an emergency call from the Blood Bank of the Alameda-Contra Costa Medical Association to meet expected blood needs over the holidays were (l to r) pretty Chris Moran, personnel secretary; Peter Rosendale, technical di-

rector of the Blood Bank; Al Gordon, engine/exchange shop; Tony Faria, main shop; Len Confo, parts department; Bill Relford, Local 3's Oakland District Representative; Larry Douglas, Job Steward, track shop; C. R. Hitchcock, Peterson Vice President, standing behind Job Steward Walt Robbins, welding shop. Donations by Local 3 will be credited to the Union Blood Bank.

Local 3 Members To Aid Holiday Blood Bank Drive

By ERNIE LOUIS

Operating Engineers Local Union No. 3 has joined with the Alameda-Contra Costa Medical Association Blood Bank to spearhead an emergency drive to meet anticipated blood needs over the Christmas Holidays. According to Blood Bank spokesmen there is a very real danger of surgery postponements in hospitals in Alameda and Contra Costa counties unless sufficient numbers of blood donors donate prior to the Christmas Holiday weekend.

A widespread reluctance to give during the holidays, combined with the usual seasonally higher automobile accident rate has resulted in shortages nearly every year at this time. In the past these shortages have led to surgery cancellations which have posed an unnecessary threat to the lives of hospital patients.

According to Gary Summers Director of Donor Recruitment for the Blood Bank, a crisis can be averted this year if enough men and women in our communities take time out of their busy holiday schedules to donate a pint of their life-saving blood.

"I can't think of a more meaningful gift this holiday season than one that can save another man's life," Summers said. "If

you are healthy and between the ages of 18 and 66 the chances are you can donate! Donating a pint of blood is painless; takes about a half an hour (that includes the time necessary for registration and rest); and your body miraculously replaces the fluid loss within a matter of hours. In most cases a blood donor can return to

See BLOOD BANK Page 13

Open Shop Men Demand Security For Their Sites

SAN FRANCISCO — Members of the Associated Builders & Contractors, the national organization of open shop (non-union) contractors, are calling on law enforcement officials to secure "peace at construction job sites."

Before adjourning their convention at the Fairmont Hotel here, the ABC board passed a resolution citing certain enforcement authorities with failing to provide a sufficient protection for its members.

Earlier in the convention, Tom Waters, an ABC attorney, had charged building trades unions with engaging in a national conspiracy in which ABC members' projects, equipment and employees are being attacked. Such incidents, he reported, have occurred in recent weeks in eastern Pennsylvania; central Michigan; Columbus, Ohio; Baltimore; Fort Lauderdale, Fla., and elsewhere (ABC is most active in the eastern states).

See Open Shop Page 3

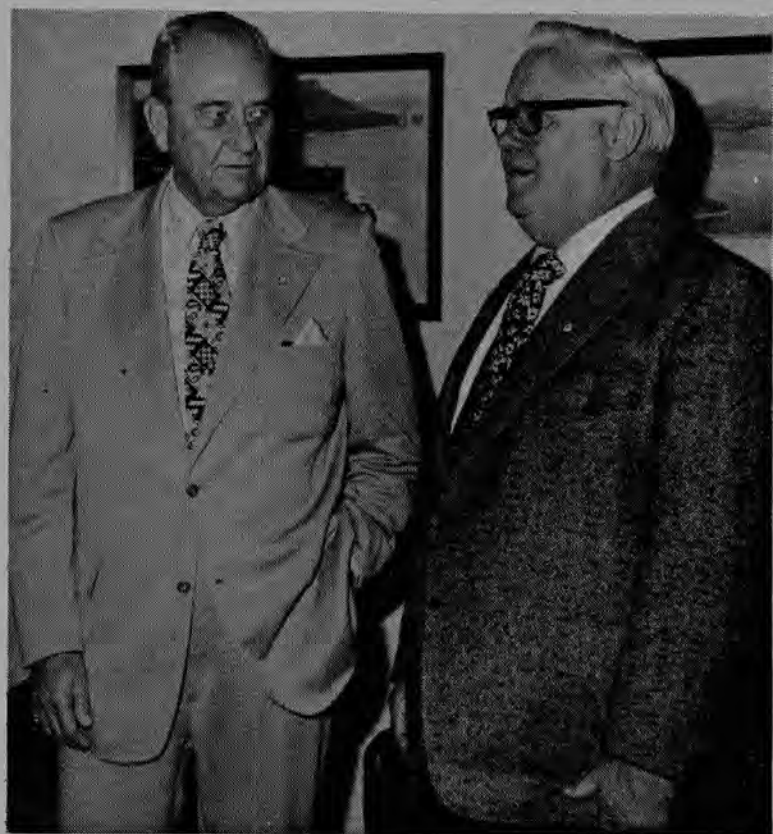
Workmen's Comp. Death Benefit Boost Signed

State AFL-CIO-backed legislation to effect a 66 percent increase in the maximum death benefit under the state's workmen's compensation program in cases of partial dependency was signed into law by Governor Ronald Reagan this week.

The measure, AB 756 introduced by Assemblyman David C. Pierson (D-Los Angeles), boosts the maximum benefit in such cases from \$15,000 to \$25,000.

The death benefit in cases of partial dependency is a sum "equal to four times the amount annually devoted to the support of the dependents by the employee," subject to the new \$25,000 ceiling.

The Governor signed the bill earlier this month.



BUSINESS MANAGER Al Clem (left) welcomes J. C. "Jay" Turner, new General Secretary-Treasurer of the International Union of Operating Engineers, during his first official visit to the San Francisco Headquarters of Local Union No. 3, largest local union in the International. Additional photos and story are on pages 8 & 9.



Collectively
Speaking
with Al Clem

As the year 1972 draws to a close we would like to review with you some of the happenings of the past year so that you may more thoroughly understand the problems facing your Union today. We have been heavily involved in litigation with people of the government over our hiring regulations, and that issue has not been completely resolved. However, I think at this point it looks as though we may be able to preserve the Hiring Hall with some modification; and you who work on jobs of short duration know that this is the life blood of our organization.

It is my private opinion that every American is entitled to the opportunity to earn a decent living; but not at the expense of those who have been engaged in the construction industry all of their adult lives just because the jobs we work on are more visible than many others.

During the past month we attended General Executive Board meetings in Hawaii where many representatives from other local Unions were in attendance; and in comparing our problems we note that in most cases many of them have more severe problems than we face in Local 3. To mention a few: the activity of the nonunion Contractors, the Ecologists, and the reactionary politicians who represent them. We face trying times in the coming year brought in by these same people. However, we hope that with the political and administration friendships that we have built up during the past years, we will be able to resolve some of the problems to the satisfaction of the membership.

As you know we have had many problems with the Pay Board in securing approval of our negotiated wage scales. Some of the Employers at least would negotiate a wage scale with the Union that would not be too interested in getting the Pay Board to approve the same. All of this consumes many hours of work on the part of your Officers and Business Representatives to secure the proper wages as negotiated. We note also that as the economy tightens up some of the Employers want to take short cuts in paying their fringe benefits and the collection of delinquent accounts have caused us some problems, as well as the fact that some Employers have been forced out of business owing the members of our Union unpaid wages.

The Jurisdictional Committee composed of representatives from the Teamsters International Union and the Operating Engineers International Union met in Fort Lauderdale, Florida where we resolved some of the differences that we are encountering between the two crafts all over the United States and Canada. We are still experiencing some difficulties with Bergland Tractor Company. We've had to meet with the Company and the Federal Mediation Service during the past month and this has not been resolved yet. I'm assuming that we cannot reach an agreement. We have been extremely patient. If this is not resolved in the not too distant future, we will have to take some means of economic action against the same.

The Trustees of the pipeline Health and Welfare Program met in Dallas, Texas on Wednesday, December 13. While there are some members of Local 3 covered by this trust working in other parts of the United States and being a Trustee, it was incumbent on me to attend. We reviewed schedules of benefits and were able to change them somewhat. However, this being a new Trust and the contributions somewhat lower than those paid by the Employers covered by Collective Bargaining agreements with Local 3, the benefits are also considerably lower.

On December 16th there were a number of Stewards and wives visiting Rancho Murieta. When they reviewed the progress of this project and in talking to them they were very impressed by what they saw and in my opinion were proud to be a part of this project. It is our aim that all the Stewards in our jurisdiction where possible and economically feasible will be able to visit this project and see for themselves what is being accomplished in the way of improvements by the trainees as well as to hear the story from the instructors to what trainees think of this great project.

The year 1972 has not been the best one in the history of Local 3, especially from the standpoint that the work pic-

BuRec Els Final Report

(Continued from Page 1)

reservoir-oriented, water-based recreation complex. Auburn Powerplant will produce about 600 million kilowatt hours of smog-free electrical energy yearly.

The major adverse impact of the development would be inundation of about 43 miles of presently free flowing stream in the Sierra Nevada foothills.

The Regional Director said a list of seven water supply alternatives was considered, including desalination, waste water reclamation, weather modification, and the Sacramento River as a possible source of supply.

Four alternative conveyance systems were considered; two alternative flood control systems; two alternative sources of electric energy; and various alternative road relocation and recreation development plans for Auburn Reservoir.

An alternative operation of Auburn and Folsom Reservoirs is under examination as a means of permitting greater amounts of water to be released to the Lower American River—primarily for recreation and fishery enhancement.

A "no action" alternative was also considered.

Copies of the 175 page statement, plus included comments, are available for public inspection at the Office of Communications, U. S. Department of the Interior, Washington, D. C.; U. S. Bureau of Reclamation, Washington, D. C.; Division of Engineering Support, Technical Services Branch, Engineering and Research Center, U. S. Bureau of Reclamation, Denver Federal Center, Denver, Colorado; Office of the Regional Director, Mid-Pacific Region, U. S. Bureau of Reclamation, 2800 Cottage Way, Sacramento, California; and Auburn-Folsom South Unit CVP Construction Office, U. S. Bureau of Reclamation, 701 High Street, Auburn, California.

H. E. White Named To Head Industrial Relations Dept.

H. Edward White has been named director of the State Department of Industrial Relations by Governor Ronald Reagan effective December 1.

The appointment, which requires Senate confirmation, fills the post vacated by William C. Hern who quit last June after repeated demands from organized labor and state legislators that he be replaced.

Hern and the Industrial Relations Department, particularly its Division of Industrial Safety, have come under sharp attack in recent years for alleged lax enforcement of state safety laws.

An explosion at the Sylmar tunnel in Los Angeles County in June, 1971, killed 17 construction workmen and, more recently the failure of "false work" on the Arroyo Seco bridge in Pasadena earlier this year killed six more workmen and injured 21 others.

White, who served as an FBI agent from 1941 to 1956, has been corporate personnel director for the Hydril Company in Glendale, a firm manufacturing oil field equipment, the Governor's office said.

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He was born in an obscure village, the child of a peasant woman. He grew up in another village, where He worked in a carpenter shop until He was thirty. Then for three years He was an itinerant preacher. He never wrote a book. He never held an office. He never had a family or owned a home. He didn't go to college. He never visited a big city. He never traveled two hundred miles from the place where He was born. He did none of the things that usually accompany greatness. He had no credentials but Himself. ~~XXXX~~ He was only thirty-three when the tide of public opinion turned against Him. His friends ran away. One of them denied Him. He was turned over to His enemies and went through the mockery of a trial. He was nailed to a cross between two thieves. ~~XX~~ While He was dying....His executioners gambled for His garments, the only property He had on earth. When He was dead, He was laid in a borrowed grave through the pity of a friend. Nineteen centuries have come and gone, and today He is the central figure of the human race. ~~XX~~ All the armies that ever marched, all the navies that ever sailed, all the parliaments that ever sat, all the kings that ever reigned, put together, have not affected the life of man on this earth as much as that.....

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from
The Officers & Staff
of
Your Local Union

ENGINEER'S NEWS

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Special Overland Conveyor Belt Tested on Cox Construction Job

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

Construction is underway on Cox Construction Company's project located between Hot Springs and Brigham City. The especially designed overland belt conveyor system to move material on this job is being installed under the direction of W. B. Bertelsen, Field Representative for Centennial Conveyor Equipment Company. The belt is expected to be in operation by December 1, 1972.



Tom Bills is Field Representative for Centennial Conveyor Equipment Company. The belt is expected to be in operation by December 1, 1972.

The belt will be over 7,000 ft. in total length, divided into four drive sections. From pulley center to pulley center, the first section will be 387 feet, the second, 447 feet; the third, 296 feet and the fourth, 2,600 feet.

The electric power needed to operate the multi-electric motors will be furnished by Utah Power and Light Company. The torque on the electric motors will be at a minus 30 horsepower when the belt is in operation. Supported by wire rope cables, the 42 inch-wide belt will travel at the rate of 500 feet per minute.

The difference in elevation from the loading point to the dropping zone is 550 feet. During the course of its travel, the belt will go 120 feet through a six-foot multi-plate under U. S. Highway 91, over an irrigation canal via a six-foot culvert, under the Union Pacific Railroad in a 60 ft. long, 7/8 in. wall, 6 ft. diameter steel pipe, which has to be bored and jacked.

At the dropping zone there will be a traveling stacker belt which will be able to move in a 180 degree radius. This stacker belt will feed a Kolean Belt Loader or be able to stack the fill material in a large stockpile. At the loading zone there will be another relay shuttle conveyor, 100 ft. long and 48 in. wide. This belt will be portable and will feed the head pulley of the conveyor system.

Cox Construction Company is moving approximately 9,000 to 10,000 tons of material per shift, loading the material on multi-units (651's and Earth Kings). The belt operation will increase the tonnage to 2,000 tons per hour. There will be 5,000,000 plus yards moved in the 7,000,000 total yardage project by the conveyor system.

The work in Southern Utah is still moving in stride despite a couple of snow storms that have recently moved through the area.

Strong Company of Springville was the low bidder on 14.3 miles of Route 216, southwest of Blanding, at Combs Wash. The low bid was let at \$2,400,000. Over 1,700,000 yards of dirt is to be moved within 250 working days. This will be an excellent winter job and will keep a number of Brothers working most of the winter.

An Agreement has been signed with Paul Kocjan, President of Kocjan Enterprises, Page, Arizona. Kocjan is setting up a permanent rock, sand and gravel plant in Glen Canyon City. This will keep several Brothers in Kane County working this winter.

Our good Brothers at Kaibab Industries in Panguitch are still pulling the logs out of the

mountains but the snow and mud have been quite a stumbling block in their operation. The fallers are having to chain up and use 4x4's to get into work. Duane Kent, Plant Manager, said he hoped to keep moving up to February. If so, it will be one of Kaibab's better years out in the woods.

The work on Highway 89, south of Panguitch, is still progressing. W. W. Clyde Company's Superintendent, Paul Clyde, seems to think that by the end of the month the weather will be a factor in closing this job for the winter.

The winter weather hit central Utah a little later than usual this year, but when it hit, it hit with a bang. Some of the jobs were closer to completion than expected. The extra hours worked were a big help in the number of checks received and the added hours into the fringe benefit funds.

S. A. Healy at Currant Creek has just a short run to complete the boring on the Layout Tunnel. The concrete lining on the Currant Creek Tunnel is progressing as expected, and if the employer can keep the roads open, the job should provide work for Operating Engineers well into the winter.

Strong Construction Company has all but finished the road job at Strawberry and most of the engineers working on this project have gone to other jobs. There is a race now with the weatherman to get the asphalt and crushing plants off this job and on the road to southern Utah for the work in that area.

M. H. Cook Pipeline Company has a pipeline job near Hanna, Utah, stringing pipe into the General American Transportation tank job. Possibly these brothers will be able to continue to work this season.

W. W. Clyde Construction at the Point-of-the-Mountain projects is attempting to work as much as possible before being shut down for this season.

Jelco, Inc., powerhouse project at Huntington is still going full bore and the big race is to get the boiler erected. As soon as this is completed the employer will have much of the steel up that is due for this season and hopes to be able to keep as many Operating Engineers as needed during the snow period. W. W. Clyde Construction is a sub-contractor on the dirt work for this project and has cut back to a small one-shift operation until next spring.

American Bridge has a three-shift job on the shutdown on the furnace at Geneva Steel Plant. The target date to have the furnace back into operation is just before Christmas.

United Concrete Pipe in Pleasant Grove has kept the brother Operating Engineers on steady this year and they are looking forward to getting some more work for the plant next year. Most of the large diameter pipe work is completed for this season.

Western Pipe Coaters plant near Orem has been cut back to a small crew doing some odd jobs. There will be some pipe-coating jobs to be done soon and this employer intends to bid as much of this type of work as possible.

A new contract has been awarded to Hockett Engineering Company by Geneva Steel. However, definite plans for the new contract on equipment replacement and new product methods

See MORE UTAH Page 12

SB 367 Is Another Ploy to Hamper Worker & Employer With Controls

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

Work in the Central Contra Costa County area is at a standstill due to rain.



Bill Relerford is District Representative & Business Agents. Work in the Central Contra Costa County area is at a standstill due to rain.

Survey work continued to hold up fairly well, but the testing labs are feeling the effects of the weather.

Soils Service, Inc., in Concord has laid off all their soils testers.

Senate Bill 367 is a bill of which all the Brothers employed by the testing labs should be aware. This bill, which has passed the Senate, set up a board empowered to create something called "Registered Construction Inspector," who will put you and your employer out of business.

It sets up this board, at an unspecified salary, imposing another layer of governmental authority between you and your job.

Under the provisions of this bill, anyone who has been a construction foreman for two years, and any kind of inspector anywhere for two years, upon passing an unspecified examination to be drawn up by this board becomes a "Registered Construction Inspector."

He may then hire the first six guys he meets on the street to do the actual inspection for him, as long as he signs for their work. This is obviously a cheap labor scheme, equally bad for the employer and employee.

If you value your jobs, Brothers, write to your Assemblyman and make him aware of your opposition to SB 367 in no uncertain terms. Let him know that you feel that this bill imposes another unnecessary layer of governmental bureaucracy, is contrary to the best interests of the free-enterprise system in general, and the construction industry in particular.

Write your Assemblyman! Your job may depend on it.

Once again Brothers, we remind you that our blood bank is in need of donations. With the weather like it is, you should have time to get down there and do your share for yourself and your Brother Engineers.

Peter Kiewit is working on Highway 17 through Fremont, and is in the last stages of their contract. They are widening to six lanes on an 8-mile section between DeCoto Rd. and Mission Blvd. The concrete slip form paver is now through and the crew is working on the median strip, which is to be black top with a concrete barrier rail on that 8-mile section. The barrier rail is being put down by an easy pour slip form machine manned by two Brothers. It will make a continuous pour for the length of the project.

At Mowry Blvd. in Fremont we have a new shipping center started on 25 acres, and the major store will be Gemco. Oliver

DeSilva and Hackett Bros. are working at that site.

At the mouth of Alameda Creek in Newark, the Corps of Engineers are going to move 500,000 yards of mud and build levees to the creek with the material. R. D. Watson out of Fresno was awarded that contract, which is not a simple job. They plan to use draglines and some concrete pumps and a dredge. The problem is with the environmental impact study. The mud must be moved from creek bottom, 200 feet away to build levees and not destruct the pickle grass that is on the present levee.

Piombo is in the last few weeks of the Highway 50 Project through Livermore. The company is now back-filling the pit on First Street per their agreement with the City that owns the property.

With the completion of this project, it will leave only one section between Oakland and Highway 99 at Manteca that is not four lanes, and that is between Hayward and Dublin. That project should be bid next year.

The work in East Contra Costa County has slowed to a near standstill due to the weather. Pete Kiewit & Sons is still going full bore on the Pittsburg Junior College job, with six Brothers staying busy on that job.

Fanfa-Mulloy have just about finished up at Discovery Bay, with only a few days left out there. Some underground contractors are still plowing, weather permitting.

We have had a pre-job conference for 13 miles of 12" gas lines with ARB in East Contra Costa County, and Gordon H. Ball has called for a pre-job conference on Freeway 680 from Walnut Creek to Willow Pass Road, which will employ a few Brothers, weather permitting.

The Equipment Dealers Association has been granted a 5 1/2 per cent increase effective September 1, 1972. This increase had to be applied to both wages and fringes. The negotiated increase was to be 50 cents on wages and 22 cents on fringes. The 5 1/2 per cent is a cash value of 42 cents, which isn't enough to spread over fringes and wages.

It was decided to hold a meeting of the members concerned, and let them decide how the money was to be applied. After a detailed description of the problem and the options available to the members by Bill Relerford, District Representative and Guard, and John Hendricks, Local 3 Economist, the members

voted over-whelmingly to apply all but 6 cents to wages. This averages approximately 42 cents increase on wages, which helps to keep up with the increased cost of living.

We were all pleased with the atmosphere throughout the meeting, and felt everyone was well versed on the subject, and all questions were answered to everyone's satisfaction before voting.

The impact of the decision may show up on future pensions. But whatever the results, the majority rules, and this meeting was no exception.

ONE BIG MACHINE — Consolidated Equipment Sales in Union City has been busy getting the world's largest tractor ready for shipment to Kaulai, Hawaii. The new owners, Morrison-Knudson, will once more put the giant to work.

The Allis Chalmers HD 41 first saw action in the Bay Area when it was used by Oliver DeSilva to rip rock that would normally be dynamited. The 41 then went to Red Bluff to work a two-shift operation on the Paynes Creek Job. The entire job was dependent on the 41 because it was the only rig that could handle the ripping required. Brother Al Chicago boasts of the 1,360 hours of work, the 41 was down only 14 hours.

The shipping of 124,500 pounds is a story in itself. The rig must be stripped to meet highway regulations. This required one regular low-boy for the attachments and one modified low-boy to transport the tractor. The HD 41 will travel from Union City to Seattle, Washington, by truck and will be shipped by barge to Hawaii. Once in Hawaii, lucky old Al Chicago will fly over to supervise the re-assembling of all attachments. The entire shipment of the 41 will take approximately one month.

The entire crew is rightfully proud of the service record the 41 has and might even be a little sad to see the giant leave.

Job Placements Told

In the year ended June 30, 1972, the State Public Employment Services which are affiliated with the Manpower Administration of the U.S. Department of Labor, placed 2,252,000 persons in fulltime nonagricultural employment — an increase of more than 16% over the previous year.

Open Shops Want Nursing

(Continued from Page 1)

In every instance, he said, union members and leaders have been identified but rarely have arrests been made. Waters said that when arson, vandalism and personal injury are committed by minority group members, youngsters or "just plain people," they are promptly jailed, "but when these acts are committed by labor union members, they are untouched and untouchable by the police."

The ABC directors capped their attorney's report by passage of the resolution which concludes with demanding "passage of legislation by the Congress to outlaw job site destruction and violence by making such conduct or threat thereof a federal offense."

In another resolution the ABC board called for financial support for the open shop—or, as ABC

terms it, "Merit Shop"—contractors and owners who are reported as being harrassed by unions.

The group also:

- Urged passage of Congressional legislation to prohibit job site restrictions on prefabricated items and on "use of machinery and tools that result in more rapid and efficient production."

- Asked for OSHA enforcement officials "to conduct themselves impartially and in particular where persons with ulterior motives urge job site inspection that such motives be scrutinized objectively."

- Reiterated its opposition to the Davis-Bacon Act and its call for repeal of the act.

- Urged its members to expand employment for minorities.

- Called upon its members to promote enrollment and training of apprentices "on a broader scale."

Apprentice Systems Notebook

By JACK H. McMANUS
Administrator

Now that everyone has discussed the unusual cold weather and how it affects you as an operator, let's talk about the things you can do while you are waiting for the sun to shine and the "south forty" gets dry enough to plow.



Jack McManus

You can take advantage of your training center near Sacramento to learn a little more about your own trade, to upgrade your skills and to take advantage of the years of experience of the instructors at Rancho Murieta Training Center. When you get right down to the facts of life, in this industry it takes more than just ordinary skill to survive. It takes skill and all the knowledge and training and experience and mistakes just to define "skill."

The training is at Rancho Murieta Training Center and the knowledge of the instructors is part of that—but the experience, Brothers, *that* is something that training and knowledge will help you acquire, Last but not least, **MISTAKES!** Training and knowledge and experience will help you avoid mistakes. Now, just think about that one for awhile.

We haven't even touched the other ingredients of skill such as judgment or safety or responsibility. Let's keep on thinking along those lines and look at *judgment*. In order to use judgment you must have training and experience and you know how to get those. Now, how about *safety*? Sure, it's good for the other guy and you always practice it except for . . . maybe just once in awhile. We're thinking about safety, right? Right. The safety of all the other men on the job depends on you because that is where it starts but don't let it stop there. The safety of sidewalk superintendents and pedestrians and neighbors—yes, even the school children, depend on you, Mac. Now, what do you think about safety?

One step more, *responsibility!* This is where it all hangs out because it rests with you. That's right, old buddy, you are responsible and if you're not don't ask people to carry you—to pay for your mistakes—to accept the blame for your responsibility. Mr. Employer can't accept the burden. Just because you carry a union card doesn't make the union responsible and your buddies, on the job deserve a better break than pulling *your* share of the load. Be responsible and shoulder it.

These few items . . . and the list could go on and on . . . may start you to thinking about the chance you are missing by *not* going to Rancho Murieta Training Center while you have the opportunity. Training is expensive yet an untrained man is the most expensive item in this world today. Training is education and while you were born uneducated you have no excuse to remain unskilled.

Let's get on the winning side and agree that training is a winner. I believe so strongly in training, that when I pass on, I'm going to organize a training program in fire-fighting!

We will see you at Rancho Murieta Training Center in 1973.

Dollar Value To You!

What Is Your Apprenticeship?

A four-year construction trades apprenticeship in the District of Columbia is now worth \$40,000.

That's how much money an apprentice would be paid while he was learning his trade on the job, according to Manpower Administrator Paul J. Fasser, Jr.

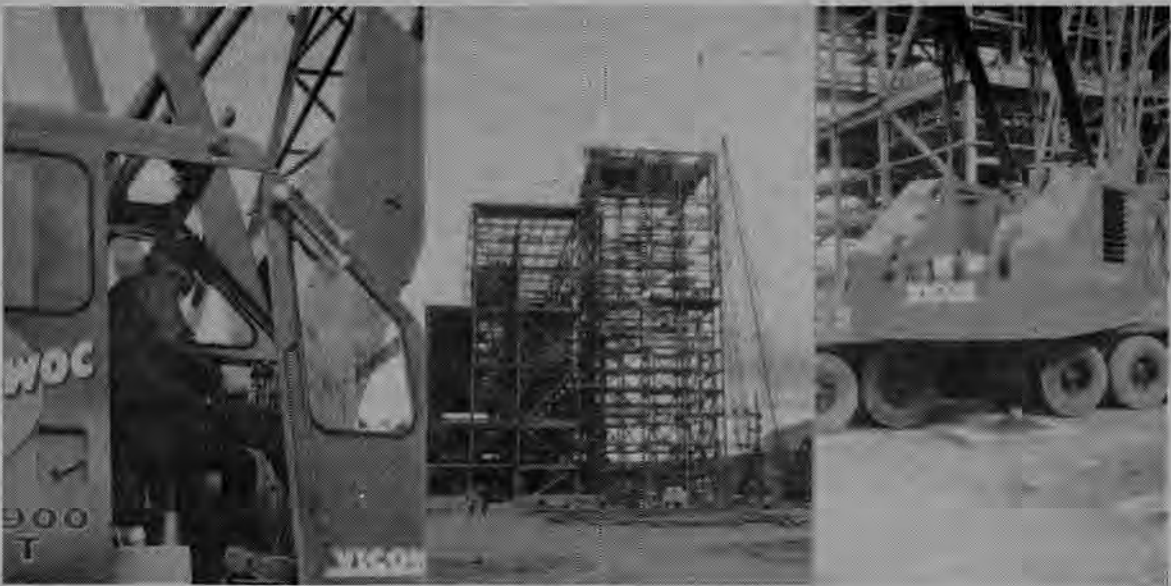
The figure is based on an average \$3.50-an-hour starting rate for construction trades—half of the average \$7 hourly rate for the master craftsman who has completed his apprenticeship.

A construction apprentice would reach the \$40,000 mark like this, based on a 40-hour week:

Training Period	Weekly Pay	Six-Month Total
First 6 Months	\$140	\$ 3,640
Second 6 Months	155	4,030
Third 6 Months	170	4,420
Fourth 6 Months	185	4,810
Fifth 6 Months	200	5,200
Sixth 6 Months	215	5,590
Seventh 6 Months	230	5,980
Eighth 6 Months	250	6,500
		\$40,170

On completing the apprenticeship term, the average construction journeyman would be making better than \$14,500 yearly, based on a 40-hour week at \$7 an hour.

Construction trades include carpenter, electrician, bricklayer, cement mason, plasterer, lather, operating engineer, plumber, roofer, sheet metal worker, ironworker, asbestos worker, glazier, and painter.



TOP APPRENTICE is now a Top Operator as Brother Glenn L. Roberts demonstrates above running the 155-ton Manitowac 3900T with 290 feet of boom. Glenn credits the training program of the JAS for the top operating skills that have made him one of

the best all around journeyman operators in the business. Brother Roberts, shown in the cab above, is presently helping to build the multi-million dollar power plant in the center photo. The skills you learn, are the skills you learn!

No "Easy Way" To Skill! Today's Apprentice; Tomorrow's Best

By JOHN THORNTON

It is with pride and interest that we watch the progress of members who have completed the Apprenticeship Training Program, especially one such as Glenn L. Roberts who received the honor of "Outstanding Apprenticeship of the Year" for 1968.

Glenn entered the 6,000-hour Operating Engineers Apprenticeship Program as a U.E.O. apprentice in November, 1966 and received training on the following jobs:

Talbot Construction Company, University of Utah Library job, Salt Lake City, training on a 50-ton P&H, a 20-ton Lorain, a 15-ton Lorain crawler, buck hoist and on equipment repair. For Talbot on the J. C. Penney parking ramp, Salt Lake City, on a 50-ton P&H, PECO tower crane, Arrow compactor, Case 310 hoe, loader and equipment repair, then at the B.Y.U. Life Science Building, Provo, on a 50-ton P&H, 20 Lorain, 977 loader and D-6 cat.

Under the supervision of Randy Turpin, foreman, he worked for Enoch Smith Sons training on a 22-B dragline on

the National Lead Magnesium Solar Ponds at Stansbury Island.

To complete his apprenticeship training, he was dispatched to American Bridge Company at the Geneva Steel Plant, under the supervision of Foreman Jim Lewis, on A-frames and air tugger.

After attaining Journeyman status in 1969, Glenn worked for Ralph M. Parsons at the National Lead Magnesium Plant at Rowley, Utah, operating a 65-ton link belt, 40-ton Lorain, 30-ton Lorain, 25-ton link belt, patrol, Trojan Loader and Ray-Go roller. He also worked for Foster-Wheeler Corporation at the Standard Oil Refinery in North Salt Lake on a 12-ton Gallion and a 30-ton American crawler crane.

Glenn is presently employed by Jelco-Inc. on the huge multi-million dollar power plant in Huntington Canyon. He started in March of 1972, running a 40-ton Lorain, then a 70-ton P&H and he is now operating a 155-ton Manitowac 3900T with 290 feet of boom. Under the present collective bargaining agreement, on a normal 40-hour week, this classification with boom pay

would gross a nice \$457 per week plus fringes.

Glenn, his wife, Cathie, and their three children are living in a new mobile home in Orangeville, not far from Huntington and the job. They take advantage of their new location and take 4-wheel drive trips into the mountains and deserts of Southern Utah.

Glenn is a racing enthusiast and has built cars for drag racing and modifieds for circle track. He also has his own company called "GLENCO" where he builds tuned exhaust headers for race cars and 4-wheel drive vehicles.

When interviewed recently, Glenn stated that he was grateful to the Operating Engineers Union and the Apprenticeship Program for the training and job opportunities, to the various foremen under whom he had trained and to his wife and family for their support and understanding. His advice to the apprentice: Be honest, work hard, respect the men and equipment on the job, and if you don't enjoy operating then find some other occupation.

An Hour is an Hour is an Hour. . . How Many Hours To Craftmanship?

By LOUIS BRADY

Some uninformed people have said that the apprenticeship program is too long. Some believe the apprentice should not have to put in 4,000 hours. Most of us who are into the apprenticeship program are also journeymen, such as your coordinator, district representative, administrator, also business manager. These journeymen have experience in the field and know the value of the equipment and the necessary skill required to become a qualified journeyman, and believe that 4,000 hours is not enough time. We have found that some apprentices purposefully failed to turn in the proper amount of hours spent in training simply because they felt it's not an adequate amount of time spent on various equipment to qualify as journeyman status.

The apprenticeship program gives young and interested people a chance to learn a special-

ized skill, to qualify for a job as an Operating Engineer, which we feel is a highly respected craft. Apprentices who are serious about becoming Operating Engineers should become familiar with their organization and its functions. We'd like to take a moment to brief you on some of the background of your Local No. 3.

Local No. 3 has jurisdiction over Operating Engineers throughout the forty-six counties of Northern California, Northern Nevada, Utah, the Pacific Islands and Hawaii. There is no phase of construction industry which requires the variety and uses of equipment as is found in heavy construction. The type of equipment not only varies with different projects, such as industrial plants, dam building, airports, and highways, but also varies with each phase of construction of the individual project. This variety of equipment demands a variety of operating skills. The source of this skill is the Operating Engineers.

Local 3 has, through its apprenticeship program, undertaken to provide an opportunity for all people, for culturally deprived and disadvantaged youth and all

interested people to enter into the apprenticeship program.

We would like to take this opportunity to say to our Oakland area apprentices, it was very encouraging to see so many of you attending the District Meeting on November 9, 1972. Great going, men! It's great to see so many of you taking an interest in your union functions. We hope your interest will continue to be as strong in years to come.

Frost Now On Pumpkin

By R. J. HOBBS

Snow has capped the higher elevations, slowing work in the Nevada area. Accordingly, the Apprentice Out-of-Work List has lengthened in the last week or two. We suggest that those who are on the Out-of-Work List make plans to attend Rancho Murieta Training Center. Please note, however, that Murieta will be closed for the Christmas Holidays from December 15th to January 2nd,

JAS News
VOL. 2—NO. 10 DECEMBER, 1972

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



AN APPRENTICESHIP SEMINAR in Redding brought together (l. to r.) James Stratton, State Chief of Division of Apprenticeship Standards; Ken Green, Local 3 District Representative and Bud Clifton, also of the DAS and a member of Local 3. Mr. Stratton stressed the cooperation he had received from all the craft trades on aiding all the apprentices.

Apprentices Want To Know All About Their Local Union

By NICK CARLSON,
Coordinator

SPECIAL MEETING FOR FRESNO APPRENTICES

About a year ago, during a Fresno apprentice safety meeting, District Representative Claude Odom was called upon to talk to the assembled group of apprentices. There were several questions asked about the history of Operating Engineers Local #3, its by-laws, working agreements, and many other things.

District Representative Odom asked the apprentices how many

would be interested in attending an informal meeting for the apprentices, where he and Business Representatives Bob Marriott and Harold Smith would answer any questions they would care to discuss. This met with an enthusiastic response from the group. We have now held three of these meetings and have large turnouts and plenty of questions.

At the last meeting District #50, Executive Board member, Jack Lofton, and Grievance Committeemen Bob Nichols and Norby Flannigan, also attended.

Wanting To Learn Is Real Key To Successful Future In Craft

By BUFORD BARKS

SAN FRANCISCO AND SAN MATEO APPRENTICES—This is a story of one of many apprentices, somewhat unique in that it happens to a few people in life who try to apply and re-apply themselves to a goal.

Neal Goszulak grew up in San Francisco and Daly City, went to public schools, but did not finish high school. At 16 he found himself doing odd jobs and lumping truck freight all over the Bay Area, never being able to advance to anything better because of not being a High School Graduate.

Finally, it came through to Neal that he must start to learn some trade. He then turned to the Army recruiter and asked if he could learn to operate equipment in the Army. Being advised that he could, Neal joined the Army. He then continued his school work and got his diploma from High School.

After Basic at Fort Ord Neal was sent to Fort Leonard Wood, Mo. After about 3 months at this camp, Neal was shipped overseas. Where else — Viet Nam, where he worked on equipment and learned to run dozer, blades, building landing strips, heliports and roads.

After 3 years in the Army Engineers, Neal came back with his mind made up what to do for a profession, you guessed it, working and repairing Earth Moving Equipment.

Neal took the test for Operating Engineers and was soon indentured. After about 1½ years, his opportunity came to join a friend in some hard rock mining in southeastern California desert area. After some few months this turned into a bad deal, but Neal gained a magnitude of knowledge that has turned out very beneficial.

Since then, Neal applied again and has been accepted in the program as an HDR Apprentice with experience.

Neal caught several short jobs until finally Healy Tibbets moved the Walking Pile Driver in at Pacifica to build the cutoff pier for the sewage line. Neal caught this job from the San Mateo Hall. He applied himself to the job as helper to the welders on this job. The manning of Walking Rig may be very unique in our industry and Neal has established himself as a very capable apprentice Engineer by simply observing and applying himself.

File Soon For Summer Youth Jobs

Three Civil Service examinations will be given this year to qualify young Americans for summer jobs with the U.S. Government.

California Congressman Harold T. (Bizz) Johnson said the 1973 examinations will be given January 6th, February 10th and March 10th. Deadlines for filing for these examinations are November 24th, December 29th, and January 26th. No application for summer employment will be accepted after January 26th.

"Opportunities for summer employment are limited," noted Congressman Johnson, "so applications should be made early."

Complete instructions for filing and information on opportunities available are contained in Civil Service Commission Announcement 414, Summer Jobs in Federal Agencies which can be obtained from Federal Job Information Centers, most college placement offices, the U.S. Civil Service Commission, Washington, D.C. 20415, or Congressman Johnson at Room 2347, U.S. House of Representatives, Washington, D.C. 20515.

Name New Members To State CAC

Five new members have been appointed to the California Apprenticeship Council by Governor Reagan.

They are: Fred L. Feci, secretary-treasurer of Butchers' Union Local 506 in San Jose; Richard F. Martin, negotiator for the California Metal Trades Association in South San Francisco; S. R. (Jack) McCann, business manager of the International Brotherhood of Electrical Workers Local 302 in Pleasant Hill; Peter Verkerke Jr., business manager for Glaziers and Glassworkers Local 636 in Los Angeles; and Gordon R. Morrison, area personnel manager for Guy F. Atkinson Co. in Long Beach.

Reappointed were George H. Henneberg, general manager of the Printing Industries Association of Los Angeles, and Bernard S. Miles, business representative of the International Association of Machinists Lodge 68 in San Francisco.

The council members will serve two-year terms except Feci whose term expires next January.

Women's Lib and The Job Market

Women's Lib could have a disastrous effect on the American economy in less than 15 years, according to John M. Coulter, manpower director for the Chicago Association of Commerce.

Addressing a conference on population trends, Coulter predicted that surge of women into the job market "will create massive unemployment in the 1980's."

The jobless rate, now about 5 per cent will soar to 7.3 per cent by 1980, said Coulter, and by 1985 with more and more women entering the job market, the unemployment rate will hit 8.3 per cent.

Rains Slowing Job Chances For Great Many Apprentices

By HARLEY DAVIDSON

Rains have finally set in, so the work picture for the Apprentices has really slowed up, but we still have a large number of Apprentices working in the shops.

Don Santos, Jr., Excavating Company from Santa Cruz has Glen Stidham, First Period Apprentice working in the shop and getting a lot of training around Loaders and Backhoes.

Ponza Bros., Inc., from Soquel has Jimmie Thomas a First Period Apprentice, training in the shop servicing and maintaining the equipment. The Master Mechanic says that he is doing a fine job. He is getting a lot of good experience around Universal work.

Phil Calabrese Construction Co., from Monterey has Charles Fisher, a Third Period Apprentice working in the shop and also in the field with the equipment. He is getting the best of training.

Floyd Fleeman Construction Co., of Salinas has Kenneth Hill, a First Period G.E.P. Apprentice working in the shop and also in the field with equipment. He gets along well with the operators and they are showing him how to become a top operator.

Gold Coast Construction Company have two Apprentices on their road job in Tres Pinos south of Gilroy on the old New Idria Mine road. They are William Bosworth, First Period G.E.P. Apprentice, who lives in Salinas and Joey Marquez a First Period G.E.P., who lives in San Jose. They are getting a lot of good training.

We again remind all Apprentices that they must attend all meetings.

My home phone number is 724-5490 and please feel free to call me at this number.



FRESNO APPRENTICES were drawn to a special meeting in Fresno and were given the straight skinny on dispatching procedures by Dispatcher Jim Fagundes in the photos above.

Unwanted Sabbatical Season Has Answers At Murietta

By CLIFF MARTIN

Winter weather seems to be upon us a little earlier than usual here in the northern part of the state. Most construction projects are at a standstill. The Apprentice out-of-work list seems to get longer every day. Those who are unemployed should take the opportunity to go to R.M.T.C. for the two weeks of related training, and those of you whose Class-1 license has expired should take advantage of this time to have your license renewed.

Due to the slow down of the construction industry here in the north we find that a number of the members have found employment in other fields. We have talked to some fellows who

Apprentice Dies In Drag Strip Crash

By CLEM HOOVER

SACRAMENTO APPRENTICE KILLED IN RACER—Apprentice Robert L. Davis, from Sacramento, was killed October 28, 1972 racing his drag racer at the Vaca Valley Air Strip. Bob was killed involved in the thing he loved, racing. Although he rarely raced the car himself, he spent most of his spare time building the car and keeping it in tip-top shape. He was an excellent mechanic and the real thrill he got was to see his racer streak through the finish line first. Some guys like to drive cars, some like to make them go. The latter was Bob. We all, in the Sacramento office, feel a deep loss in Bob's death. I suppose the only consolation, if there is such a thing, is that he went doing the thing he loved. Our condolences and sympathy go out to his wife and family.

Apprentice John Martini was involved in a serious automobile accident recently at South Lake Tahoe. We hope John has a speedy recovery and will be ready for action again when the weather permits. He is presently employed on the Gordon Ball Folsom Canal Project under the supervision of Bro. Gene Forth.

On the brighter side, congratulations go out to apprentices Robert McMinn, of Stockton, and Jerry Frusi, of Roseville. Their lovely wives recently presented them with an addition to their family.

Stockton In Winter Mist

By WALT TALBOT and AL McNAMARA

The children's verse of "Rain, Rain Go Away — Come Again Some Other Day . . ." pretty well sums up the situation here in District 30. All previous rainfall records for this time of year have been broken which, of course, means little to those who make a living moving dirt and related jobs. Consequently, we do not have many Engineers employed and do not expect the situation to change significantly in the immediate future.



On the brighter side we expect now, after all the rumors that have been floating around both pro and con, that 1973 will bring the commencement of New Melones Dam, Interstate 5 and the Cross Town Freeway. These three projects were postponed for ecology and environmental impact studies. If our prediction comes true, this will provide jobs for Engineers in this district for some time to come. Three contracts for highway improvements in San Joaquin County were recently awarded by the State Department of Public Works. The largest involves widening Highway 88 from two to four lanes east of Stockton between the 99 Freeway and Cherryland Avenue, a distance of six-tenths of a mile. Trichert Constr. of Stockton was low bidder at \$279,306. Valley Crest Landscape of Concord got the second job with their bid of \$91,879 for planting bushes, trees, etc. along 1.6 miles of Highway 99 & Jack Tone Road near Ripon. The third went to Watkins and Bortolussi, Inc., on a low bid of \$18,119 for irrigation system change.

The Stockton City Council has called for bids for the second and third major phases of the main sewer plant expansion program. One project involves supply and installation of a trickler filter system at the plant, a job expected to cost about \$2,170,000. The second involves modification of five existing trickling filters with an estimated cost of \$1.5 million. Bids will be received November 28th and contracts to be let December 11th.

S. M. McGaw Co., continues to be low bidder on numerous smaller type contracts in and around Stockton, the latest being a pump station with retention basin structures and pipeline in Lodi for \$103,660. The McGaw Co. is also doing the site preparation work for the new Vagabond Motel-Hotel that will be constructed in the downtown redevelopment area. Cost of this motel is estimated to be \$900,000 and will cover the city block bounded by Weber Ave., Center, Main and Commerce streets. George Reed Co. of Sonoma was low bidder to reconstruct a passing lane on Mountain Ranch Road near San Andreas for \$65,615. Stanfield and Moody of Tracy and Stockton who have the grading and paving for several housing projects to complete, weather permitting, in this district, also was the successful bidder at \$67,916 for the channelization at Alpine Road on Highway 88.

This, our last report for 1972 affords us the opportunity of wishing you and your families a most enjoyable Christmas and a prosperous 1973.

We Really Are Not the "Bad Guys!"

By Dick Bell & Bill Raney

Again we hear the by now familiar cop-out phrase, quote "Oh you engineers want to pave over everything and when you get it all paved over, then we can break it up again, I guess," unquote. This being uttered by a self-proclaimed intellectual with a neatly trimmed beard, at a public hearing.

No we have nothing whatever against neatly trimmed beards but do feel that if a person wants to be known as an intellectual he should save his or her stupid statements until he is alone and not utter them in public. We won't name this character but would like to point out to him that although we have worked in the construction industry for a period of thirty years we have never, repeat, never, built a freeway nor airport nor dam for our own private, personal use, nor has any engineer. But we have helped to build numerous freeways, airports, dams, canals, schools, hospitals and etc. and since they were built, it follows that they were built for someone and we suspect that they were built for Mr. & Mrs. Public.

You see, Mr. Intellectual? No operating engineer nor group of operating engineers has either the need for, nor money, to build a freeway, dam, commercial airport, hospital, skyscraper, bridge or railroad nor indeed has any contractor that the operating engineer works for. So please don't give us credit that isn't due us. Sure, we will gladly and proudly take credit for the part we played in building civilization (i.e., quality, skillfulness, etc.) and today's affluent society but let us stick to the facts, and in this case the fact is that we build for you the public.

Now if you want to be a part of that growing section of society who seem to want to hide behind their glib, cop-out phrases and who refuse to accept their share of responsibility for the environmental and ecological ills around us today, then we say to you go ahead and cop-out if it makes you feel better, and blame someone else for all society's mistakes too if that makes you feel better, but just remember Mr. Cop-out, that passing the buck never solves anything.

We the Operating Engineers find it impossible to deny our part (even if we wanted) in the freeway building and paving industry as a big yellow bulldozer is pretty obvious, which draws attention to the man operating said machine, so as we say, it would be pretty hard to deny our participation.

But we will say this to all of you buck-passers; when you decide to quit hiding behind your neatly trimmed beards, your cop-out, half smart, (as opposed to intelligent) phrases and decide you want to accept your share of society's environmental ills and are ready to get to work and do something to cure these ills, you will only have to look around and you will find plenty of operating engineers ready, willing and eager to help correct the problems.

Nine San Mateo County projects have been included in the state Highway Commission's new \$895,070,000 budget for the 1973-74 fiscal year.

The commission adopted the budget after trimming \$26,182,000 from its figure for the 1972-73 budget. Anticipated revenues will be about 17 per cent less than those expected when the commission adopted a multi-year highway planning program last April.

San Mateo County's share for next fiscal year will be \$29,020,-

000, according to the commission's figures.

The projects:

The largest is \$19,330,000 for the eight-lane Interstate 380 Freeway between Cherry Avenue in San Bruno and just east of Bayshore Freeway, a distance of 1.8 miles, and widen and improve Bayshore north and 0.5 miles south of the San Bruno Avenue interchange, a distance of 1.9 miles, to accommodate traffic from the new 380 connection and San Francisco International Airport.

The project includes constructing an interchange with El Camino Real, an overhead across the Southern Pacific tracks and a connection at South Airport Boulevard in the airport shop area on 380. It also includes reconstructing the San Bruno Avenue interchange on Bayshore. Total cost of the project is \$25 million, with the rest to be budgeted in 1974-75.

The controversial Devil's Slide bypass project, now held up by a court injunction at least temporarily, was budgeted partly for 1973-74 and the rest for 1974-75.

Three million, two hundred and twenty-five thousand dollars is to assist in the financing of a previously budgeted project for constructing a four-lane Route 1 freeway section between 0.9 miles south of San Vicente Creek, east of Moss Beach, and 1.4 miles north of Martini Creek, 4.2 miles northerly. The project includes constructing an interchange at George Street in the Montara area, bridges across San Vicente and Martini Creeks and a vista point near the northern end of the work. Estimated cost, \$8,700,000, of which \$3,475,000 had been budgeted in the 1972-73 and \$2 million will be budgeted in the 1974-75 fiscal years.

Extend the budgeted four-lane freeway construction on Route 1 2.1 miles northerly from 1.4 miles north of Martini Creek to

existing Route 1 in Pacifica. Estimated cost, \$7.8 million, of which \$5.8 million will be budgeted in the 1974-75 fiscal year, \$2 million in 1973-74.

Widen Skyline Boulevard from two lanes to four lanes divided by a six-foot median between 0.3 miles south of Sneath Lane and College Drive in San Bruno, a distance of 0.7 mile. Estimated cost, \$510,000.

Reconstruct the pavement of El Camino Real between Central Avenue and Holly Street in San Carlos, a distance of 1.4 miles, and install traffic signals at the intersections with Brittan Avenue, San Carlos Avenue and Holly Street. Estimated cost, \$366,000, of which the state will pay \$320,000, and the city the balance.

Construct a 0.5 mile pedestrian, equestrian and bicycle trail on Route 92 between Ralston Avenue and Canada Road

See SAN MATEO Page 12

Nevada Gains Slowed!

Pay Board Delays Pay In Mines

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

By the time this reaches you, the last section of Interstate 80 between Keystone Avenue and the U.S. 40 overpass near the Sparks City limits should be bid and under construction. The spring of '74 is the anticipated completion time. It is hoped that this will alleviate some of the downtown traffic problems.

Pacific Western Construction of Fresno, California was awarded a contract for the last section of Kingsbury Grade. The bid went for \$1,087,623.00.

G.T.S. Construction Co. of Long Beach, California, has a crew of operators busy on their roadside rest project 7 miles west of Imlay, Nevada.

R. E. Ferretto Construction Co. of Sparks has started a site preparation job on North Edmonds Drive in Carson City. This is to be a \$25 Million development by John Atkinson Corp. of Reno.

Sierra Paving Inc. is doing a job between York Way and H Street on Pyramid Way. Fifty working days is the specified time, and \$177,000 is the price.

McKenzie Construction of Sparks was low bidder on a Physical Education Complex at the University of Nevada, Reno. \$3,895,000 was their bid, and the work should be starting soon.

Stone and Webster is well underway with the new \$23 Million addition to the Tracy Clark facility, with six brothers on the job: Bill Deighton, Chief of Party and Steward; Dave Campbell, Tech Engineer and Safety Committeeman; Ken Jones, Tech Engineers; Pat Waters on the Combination Hoe; Jim Fristo on the Gallion Centermount, and Apprentice Ray Marshall. This job will probably last about two years.

Byars is doing very well this fall on their new \$3 Million North/South Freeway job. They are presently putting in chain pipe and getting ready to lay gravel. This job, along with the Glendale improvements and their sub-division work, will keep the Byars crew busy most of the winter.

The Helms' Mina job is going along real well, with about 12 to 15 Local No. 3 brothers on the job.

Out in the East, the Carlin Tunnel job is portaled in and they are just about ready to use the second jumbo. There are 15 brothers on this job and it will go all winter long.

The Wm. Lyles Co. of Fresno was low bidder on the \$2.8 Million telephone cable job out north of Elko, and will begin work about January 1st. This will help the out-of-work list considerably.

The Holiday Hotel at 7th & Sutro is off the ground and the tower crane is up and moving. At the present rate of production, they will soon be installing the outside elevator. The prime contractor on this job is Sam Brant Const. out of Redding.

Duffel Financial & Construction Co. has opened up Phase II of their \$22 Million project at DeLucci Lane, and have 5 or 6 brothers on the job.

Up around the Lake Tahoe/Truckee area the snow's been flying and the work load has dropped accordingly. However, a few brothers are still working on various jobs, such as Continental Heller's 16-Story complex for Harrah's, MacSween Construction at Harvey's, and Dell Webb's Sahara job. The Lakeview Estates project just north of State-line is down for the winter, as is the Pacific Pipeline job over at Kingbury Pass. Teichert Construction, North Star Project, Alpine Peaks, and the Lakeworld Project are all down or operating at a snail's pace. Teichert's Plant at Truckee is slow; they're working a few brothers yet with the workload in the snow removal field. Other companies have engineers doing this type of work also, which the good brothers are pleased about. Contri Construction, and Highland Construction over at Meeks Bay have called it quits for the winter also. Enough of the down jobs. . . .

Murchison Construction at NorthStar are trying to keep some brothers busy through the winter. Projecting a little further down the road, we are looking forward to a fair workload come Spring, with Sub-Terra getting a \$250,000 sewer and water job in Squaw Valley; Laxalt Estates in Carson City is developing an 80 acre site for future sub-divisions and has Creagan-D'Angelo doing the staking.

Valley Engineers picked up the 3-mile sewer line in Angora Highlands, South Lake Tahoe.

Douglas Construction is contemplating a Jack's Valley sewer and water line job in Carson City also, and Topaz Lake's subdivision, Carlinlo Ranch.

Brothers, the thought just occurred to us, and, that is while most of you are sitting at home by the fireplace, you should be thinking about reading some good books like Local No. 3's "Working Rules," "By-Laws," and the International Constitution. We're sure you brothers will find these very informative and extremely helpful in answering a lot of questions about the workings of your union.

There's something else that most of us are lax at, and that is, visiting our brother engineers who are sick or hospitalized. If you know of a brother engineer in this situation, please visit or call him, and also let your district office or business agent know where we can contact the sick brother.

Bad news from the mines—Duval's wage increase that was to go into effect February 1st, 1973, has been turned down by the Pay Board. However, both the company and Local No. 3 have submitted a Joint Appeal in hopes of overturning this ruling. This Pay Board ruling is a good example of the inequities that exist in the current price-wage control. Most of the copper industry negotiated their contracts before the price freeze was put into effect. Because this contract had the misfortune of having to be negotiated during the price freeze, these members face the possibility of coming out with less than what was originally negotiated for, and less than the national copper settlement. We want, at this time, to assure all you brothers working at Duval, that we will exhaust every means possible to get every cent which was agreed upon at negotiations.

Cortez Gold Mines has for the past few months been trying to acquire a piece of property ten miles from their plant. At the time of this writing, there has been no word on whether or not this property was acquired. We hope Cortez will be successful in their attempts to get this property because it would add years to the life expectancy of Cortez.

The Reno District Staff, Dale Beach, your District Representative, Lenny Fagg, Business Agent, Ian Crinklaw, Business Agent, Paul Wise, Business Agent, Chuck Connors, your

Grievance Committee Rules On Election Are Announced

1973 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 Grievance Committeemen shall take place at the first regular quarterly district and subdistrict meetings of 1973. The schedule of such meetings at which the Grievance Committee members will be elected is as follows:

All meetings at 8:00 p.m. except where time is indicated.

DISTRICT AND SUB-DISTRICT MEETINGS:

Dist. No.	Meeting Location
4 Eureka	Engineers Bldg., 2806 Broadway, Eureka Tues., Jan. 16—8:00 p.m.
7 Redding	Engineers Bldg., 100 Lake Blvd., Redding Wed., Jan. 17—8:00 p.m.
6 Oroville	Prospectors Village, Oroville Dam Blvd., Oroville, Thurs., Jan. 18—8:00 p.m.
17 Honolulu	Washington School (Cafetorium) 1633 S. King St., Honolulu Wed., Jan. 24—7:00 p.m.
17 Hilo	Kapiolani School, 966 Kilauea Ave., Hilo Thurs., Jan. 25—7:30 p.m.
1 San Francisco	Engineers Bldg., 474 Valencia St., San Francisco ... Wed., Jan. 31—8:00 p.m.
3 Stockton	Engineers Bldg., 2626 N. California St., Stockton Tues., Feb. 6—8:00 p.m.
2 Oakland	Labor Temple, 23rd St. & Valdez, Oakland Thurs., Feb. 15—8:00 p.m.
5 Fresno	Engineers Bldg., 3121 E. Olive St., Fresno Tues., Feb. 20—8:00 p.m.
8 Sacramento	C.E.L.&T. Bldg., 2525 Stockton Blvd., Sacramento Tues., Feb. 27—8:00 p.m.
12 Salt Lake City	1958 W. North Temple, Salt Lake City Fri., Mar. 9—8:00 p.m.
11 Reno	124 West Taylor, Reno Sat., Mar. 10—8:00 p.m.
10 Ukiah	Labor Temple, State St., Ukiah Thurs., Mar. 15—8:00 p.m.
9 San Jose	Labor Temple, 2102 Almaden Rd., San Jose Thurs., Mar. 22—8:00 p.m.

Article X GRIEVANCE COMMITTEES

Section 1—District and Sub-district Grievance Committee

(a) There shall be a Grievance Committee in each District and Sub-district. It shall consist of five (5) Members—one (1) District Executive Board Member, or Sub-district Advisor, if a Sub-district, one (1) District Representative or Sub-district Representative, and three (3) Delegates, who shall be registered voters in the District or Sub-district, elected by the Members.

Section 4

No Member shall be eligible for election, be elected or hold the position of Grievance Committee Delegate: (a) unless he is a Member in good standing in the Parent Local Union and a registered voter in the District or Sub-district in which he is a candidate when nominated; (b) unless he was continuously a Member of the Parent Local Union for not less than two (2) years next preceeding his nomination; (c) if he is an Officer of, or is on the full-time payroll of the Local Union; and (d) if he is an owner-operator or a contractor.

No Members shall be nominated unless he is present at the meeting, or unless he has filed with the Recording-Corresponding Secretary a statement in writing, signed by him, to the effect that he is eligible to be a Grievance Committee Delegate and will accept the nomination if nominated.

Section 10

The term of office for the three (3) Delegates of the Grievance Committee shall be for one (1) year, and the election shall take place at the first District or Sub-district Meeting of the year in each respective District or Sub-district.

Speaking Frankly . . .

. . . no one will want to eliminate the funds for improved and expanding health programs, educational programs, urban renewal, defense and anti-poverty programs. The funding for such essential programs comes primarily from personal and corporate income taxes, taxes which flow from a healthy, growing, and industrially based economy.

So the answer is not prohibition of economic growth, any more than prohibition of liquor brought about universal temperance. And the answer is not a slow-down, or a faltering in growth.

The answer we should be looking for is not whether, but how we can maintain economic growth at the same time we are seeking to restore and improve our environment.—John Dingell, R., Mich.

New Honorary Members

At its meeting on the 17th the Executive Board approved the following for Honorary Memberships:

- RAY TRIMBLE, Reg. #257751, initiated November 1937;
- JOSEPH PESTANO, Reg. #259380, initiated January 1938;
- RAY WHITMER, Reg. #252755, initiated August 1937.

SEMI-ANNUAL MEETING

The Recording-Corresponding Secretary, T. J. Stapleton, has announced that the next semi-annual meeting will be held on Saturday, January 6, 1973 at 1:00 p.m. at the Masonic Auditorium, 1111 California Street, between Taylor and Jones Streets, in San Francisco.

Robert Howard Named Labor Commissioner

Robert E. Howard has been named Chief of the Division of Labor Law Enforcement of the State Department of Industrial Relations by Governor Reagan.

Howard, 52, whose new post is commonly known as State Labor Commissioner, has served as director of the State Department of Rehabilitation since 1967. He was formerly budget director of Los Angeles County.

He succeeds George Milias, a former Republican Assemblyman, who resigned to become assistant regional administrator for the U. S. Environmental Protection Agency.

SAN JOSE

LeGrand-Rossi Development Company of San Francisco announces the construction of a \$2 million dollar, 200 unit, 10 building retirement complex on a 7.5 acre site at 463 Wooster Avenue, San Jose.

Fund Loan Frees State Road Work

SACRAMENTO—Advertising of \$110 million worth of state highway projects, frozen by Congress's failure to pass a Federal Highway Act this year, has resumed upon receiving assurance of financing from the state's general fund.

On Oct. 19, State Public Works Director James A. Moe announced that because Congress had not passed the act before adjourning, \$110 million worth of road construction which would have been advertised before Dec. 31 would be withheld from bidding.

However, the department was able to get a firm commitment of a loan from the general fund as a temporary solution to the impasse in funding.

The commitment frees the \$110 million list of jobs. All such scheduled but deferred advertising will proceed.

As for the \$90 million list, its advertising possibilities are still in question. The decision will be made in mid-January; if Congress has not approved the Federal Highway Act at that time, the state will have to seek other funding or postpone the projects.

The promise of the loan from the general fund came about a week ago. Division of Highways district chiefs were advised in a special memorandum.

"It is our hope that the new Federal Highway Act will be passed by Congress shortly after it reconvenes, thus allowing the 1973-1974 apportionment to be made available for use by the state. When and whether a loan from the general fund is necessary is dependent upon cash flow during future months in calendar 1973 and the date when the new Highway Act becomes law. We will proceed with all scheduled but deferred advertisements as they become available until mid-January, 1973, and will reassess the overall situation at that time."

SAN LEANDRO

Georgia Pacific Company has purchased a 1.8 acre parcel adjoining present facilities along Palvorosa Avenue in San Leandro.

Georgia Pacific, headquartered in Portland, Ore., will be building additional storage facilities to accommodate construction products, including plywood and sheetrock.

Back in the Saddle Again!

Northwest Mountie Now Riding Forth

By BRAD DATSON
Coordinator

Santa Rosa, Vallejo, and San Rafael Areas—Fellows, we are overjoyed to report that the J.A.C. administration, in its ultimate wisdom, has reassigned this Coordinator to the northbay counties again. When leaving the area in April to conduct apprentice safety meetings throughout Northern California, we looked forward to meeting many new apprentices and being of assistance to them in any way possible. It has been a fine experience, but we are very glad now to be back in the more familiar area with the old gang and an almost equal number of new faces. Due to the increased apprentice manning requirements in effect since January 1st, the staff should be very busy next work season keeping such a good size group going.

Before wishing you all the best for the holidays, we would

like to quickly mention, as a reminder, the major responsibilities which each apprentice has to himself in order to keep his progress through the program smooth and to increase his time on the job earning money!

I. Mail that work card in every month whether employed or not! Send it the last working day of each month and add the 40 cent card each month when you have been employed!

II. Phone me at the nearest office or at home (707-539-1211) to check hours, ask any questions, and let me know if you move or change phone numbers.

III. Always call your dispatcher if you are off work and place your name on his out-of-work list. Be sure to let him know when you go back to work also.

IV. You have four safety meetings to attend in 1973 and the meeting dates are posted on the apprenticeship bulletin board

in each office. You MUST attend all four meetings or face the prospect of losing time on the job.

V. The training center opens January 2, 1973, and is on a first come first served basis. Put your reservation in now for two weeks of related training so that it is out of the way and doesn't cost you job time later.

VI. Keep in touch with your last employer always as he may have work to call you back for if he can contact you.

VII. The apprentices who are on application with the Union should check with their offices to see that their payments are current and to make arrangements if they have a winter money problem.

Last but not least, have a Merry Christmas and New Year's holiday with your loved ones and look forward with optimism to a good 1973 work year!

Seek a Safe Holiday!

Paying Close Attention Pays Off

By JAY BOSLEY
Safety Coordinator

Many times we will ask ourselves, is there a need for an active Safety Program? Why



Jay Bosley

must we indulge 10 or 15 minutes of our time, once a week, on a Tool Box Safety Meeting?

It is generally felt by your Business Manager, Al Clem, and the rest of the Trustees, that if one Apprentice is spared the agony of an on the job injury or one Apprentice's family is spared the agony of a death due to an on the job injury, the Safety Pro-

gram's efforts would be well spent.

It would be very easy to write about individual accidents—cause and effect—but an effective Safety Program is that which is participated, practiced and believed in by those involved.

A Safety Meeting in the Redding area had a good turnout.

At the San Jose Safety Meeting, the Apprentices were very attentive, and participated in many of the topics that were discussed. One of the Apprentices talked briefly about an accident he had been in prior to his entering the Program. He was working with an operator who was running a small case. The operator asked him to check a portion of the work, while he was checking it, the swing was accidentally activated, striking him! One of his legs was in a cast

for a while. He feels that (1) keeping clear of the machine, and (2) observing the operations more closely, this type of accident can be prevented.

Gary Lopez, an Apprentice, who is nearing completion to Journeyman status, recalled the time he was loading trucks out of a stock pile. He said he was getting a load when he noticed the bank was starting to collapse. He immediately started to back away from the stockpile. He wasn't hurt, but the wheels of the 950 Cat Loader were covered.

Gary feels that by keeping a watchful eye and expecting the unexpected, he probably saved himself from becoming partially or totally buried.

One more thing, if you're out in traffic over the holidays, be careful and drive defensively.

HAPPY HOLIDAYS!

General Secretary-Treasurer Tours Local 3 Headquarters



FIRSTHAND LOOK AT IBM COMPUTER DEPARTMENT



WITH CREDIT UNION TREASURER RED IVY



WITH CALIFORNIA JOINT APPRENTICESHIP COMMITTEE



WATCHING CREDIT UNION MEMBER TRANSACTIONS



WITH IAS ADMINISTRATOR JACK MacMANUS

Turner Praises Leadership And Staff Quality of Local

J. C. "Jay" Turner, the dynamic and tough-minded new General Secretary-Treasurer of the International Union of Operating Engineers, AFL-CIO, paid his first official visit to Local Union No. 3 last month and pronounced himself "impressed with the smooth functioning and forward-looking leadership" of the largest local union in the International.

Although most of the officers and many of the long-term staff members had met and worked with Jay Turner



WITH FRAN WALKER & MEMBERS IN FRINGE BENEFITS



District Board Seeks Federal Funds

A \$258,000 increase has been made in the Federal Environmental Protection Agency grant to the California State Air Resources Board. The additional funds will boost federal participation in the state's air pollution program to \$2,058,000.



WITH T. STAPLETON & P. EDGECOMBE IN CONTRACTS DEPT.



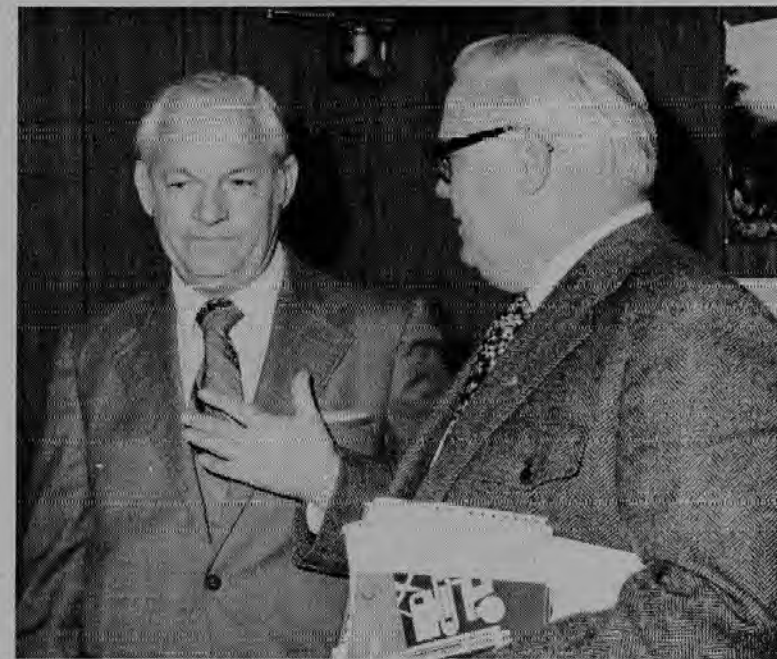
TALKING APPRENTICESHIP WITH ASST. ADM. A. PENNEBAKER



WITH RED IVY, L. COWAN & F. WALKER IN CREDIT UNION

0-years as a veteran labor leader in Wash D.C., it was a first meeting for most in the San Francisco Headquarters and all were impressed with his incisive questions and interest in their work as well as his open friendliness. The former Second General Vice President was elected by the General Executive Board to succeed retiring Newell J. Carman in September of this year and took office on October 1st.

Formerly president of the Greater Washington Central Labor Council and the Washington Building and Construction Trades Council, Turner has been handling legislative matters out of the general office at the Operating Engineers since last year, in addition to his responsibilities as Second General Vice President. Until coming to the headquarters office, Turner was Business Manager of Local 77, of Washington. He served as a member of the D.C. City Council for one year, 1967-68. He has held virtually every top labor post in the Washington metropolitan area, and has been involved in top leadership positions in community fund raising and social efforts.



POLITICS & PUBLICATIONS WITH KEN ERWIN



DISCUSSING ANNUAL CALENDAR WITH J. McFARREN



STUDYING DISPATCH PROCEDURES WITH P. PETERSON



OBSERVING PRESSMAN ERNIE DURANT IN PRINTING SHOP



DISCOVERING VOTE VIEWS WITH K. ERWIN, M. KELLY & F. WALKER

Scholarship Award Rules Announced for 1972-73

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

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

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

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

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

WHO MAY APPLY:

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

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

either: (1) the Fall Semester (beginning in 1972),

or: (2) the Spring Semester (beginning in 1973), in public, private or parochial schools who are planning to attend a college or university anywhere in the United States during the academic year and who are able to meet the academic requirements for entrance into the university or college of their choice. Students selected for scholarships must have achieved not less than a "B" average in their high school work.

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

AWARDING SCHOLARSHIPS:

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

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

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

INSTRUCTIONS:

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

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

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

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

San Jose Staying Full Bore Despite 80-Year Record Rains

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

By ROBERT E. MAYFIELD

As everyone knows, the realities of life regarding the elections are now history and upon us. President Nixon was re-elected by a landslide and Proposition 20 (The Coastline Amendment) was passed by the people of this state. Additionally, the Union's share of Federal Funds



Robert E. Mayfield for all state highway projects for the first quarter of next year have been held up. To summarize, the picture for future work in the construction industry isn't exactly the brightest picture that we might be looking at.

This past month, however, in the San Jose area has been by far the best work period in this calendar year in spite of the wettest fall in 80 years. In one two-week period between dispatches and recalls, over 300 brothers were taken off from our out of work list, which is an average of 50 dispatches per day. By this we don't mean to have a rush of job applicants to this office, as there is still more than enough help to fill all jobs that are coming in and the rain is still falling.

The planned Guadalupe Freeway, vital to downtown San Jose renewal projects, received a boost when \$2 million for construction of its initial lanes was included in the 1973-74 state highway budget.

Santa Clara County's share of the \$895 million highway spending plan, adopted Wednesday by the California Highway Commission, amounts to about \$4 million.

Originally scheduled for completion this year, the Guadalupe (Route 87) had been delayed to a point where the city's core area and outlying residential areas were being adversely affected, Mayor Norman Mineta told the Commission when it met in San Jose in July.

The \$2 million will finance the first four lanes of the ultimate eight-lane freeway between the Joseph Sinclair Freeway (Interstate 280) and St. John Street.

Another \$3 million for the project will be budgeted in fiscal 1974-75.

Other Santa Clara County projects included in the budget are: (1) \$1 million for construction of a second overcrossing for eastbound traffic for Trimble Road on the Nimitz Freeway in Milpitas and San Jose and revision of interchange ramps of the County's Montague Expressway. Construction begins in early 1973. (2) \$250,000 for widening Highway 17 to provide a median between Alma College Road and south of Bear Creek Road, near Los Gatos. (3) \$840,000 for reconstructing existing Highway 101 in and near Gilroy between Thomas Road and Cochran Road, to put it in good repair before turning it over to the cities of Gilroy, San Martin, and Morgan Hill, as well as Santa Clara County.

This section will be superseded as a state highway by construction in progress of the roughly paralleling Highway 101 Freeway, which will bypass the three South County municipalities.

In closing, we would briefly

like to say that we had the privilege of attending a Business Managers' conference in Washington D.C. recently with our Business Manager Al Clem. This conference was extremely interesting and educational, as we are able to find out what the picture is like throughout our entire nation.

In spite of how much troubles we as a union and we as individual rank and file members think we have, by listening to these other business managers, we can see that we are, in fact, as well off as anybody in the country. In the South, the East, and even in parts of the strong union parts of the Midwest, a large portion of work now being let is going to non-union contractors such as Daniels, Zachary, and Brown & Root. We have our hands completely full at this time in protecting ourselves from these same pitfalls. We must take more of an interest than ever in our unions and attend their meetings, so that we will stay informed. We are more convinced than ever that we are still on top here and that our contracts are as good or better in all ways than any in our country. To quote an old expression, we need to stick together and by that we mean we'll hang together or we'll hang separately, and if we stick together, we won't hang at all!

By BOB FLECKENSTEIN

Work in the southern part of District 90 is pretty slow since the rain hit. All the shops in the area are still working 40 hours a week. The rock, sand, and gravel plants are working 40 hours a week.

Floyd Fleeman has a couple of jobs going on in Salinas and Sand City. They are working on a job on Laurel Ave. in Salinas breaking ground for a motel and restaurant, which will help the travelers along Hwy. 101. They have Harold Fleeman pushing the job and Chester Youngblood running blade.

We would like to express a speedy recovery to Jim Johnson of Gabilan Iron and Machine from his untimely accident. Also, we would like to express a speedy recovery to Dennis Keel of Modular Pre-Cast after an auto accident.

Huntington Bros. started laying their sub base on Reservation Rd. job, but the rains came and they shut the job down. They still have some bridge work and clean-up work to keep a few brothers working.

Peter Kiewit is still running three shifts on their pile driving job at Moss Landing. J & J Steel is out there helping them set some concrete pipe.

American Bridge has about one year's work setting up storage tanks for P.G.&E. at Moss Landing. This will keep at least three brothers busy for awhile. Renz Const. is doing the dirt work and keeping eight brothers busy building the levees.

Milburn Const. on their freeway job in Fort Ord in Monterey is going along fine and keeping a few brothers busy rain or shine. Phil Calabrese has a couple of jobs going. They have a road job in Moss Landing that will keep a few brothers working and a housing tract in Marina with a few brothers working rain or shine. They're working in sand, so the weather doesn't bother them.

Granite Const. in the southern part of District 90 has a lot of small jobs going on all over the area. They had a couple of rigs working at Big Sur cleaning the rivers up from the last bad rainfall. From the looks of things,

they will be back cleaning up Highway 1 after this last rain. They are sure having their share of mud slides and troubles. Granite also has a couple of jobs going at Pebble Beach that's keeping a few brothers working.

By the time you read this, Thanksgiving will be over, but the San Jose office would like to wish everyone a good Thanksgiving and a merry Christmas.

By TOM CARTER

Due to the heavy weather, the work in the area is slow at this time.

The majority of the work in the area is freeway construction, and most of the jobs have been able to go back to work between storms.

Highway 280 through the City of San Jose is all but completed. With about another month of workable weather, this section should be opened to traffic.

The three sections of No. 680 from Highway 101 to Milpitas are just getting started and should work through the winter, when possible.

Two of the three jobs on the Gilroy bypass have been completed and sold to the State. The remaining job, which is the section through Gilroy, is in the paving stages. This job is about 90 per cent complete at this time. It is hoped that this job can be completed this winter, so that it can be opened to traffic.

Gold Coast Const. has taken over from the bonding company the six miles of state highway work located on Pinoche Road about 25 miles south of Hollister. The rain hasn't been quite as heavy there, so they have been keeping a large crew working fairly steady up to this time.

By JACK BULLARD

Santa Clara County West of Highway 17, also Tech. Engineers, and Testing & Inspection Members.

Do you ever wonder why you don't find reports of roadwork in my area? Simple reason, there isn't much. The October, '72, California Division of Highways report for Santa Clara County shows one item in this area. They refer to the El Camino widening in Sunnyvale by Freeman Sondgroth. We do have one \$170,000 job to be advertised, probably in November. This will widen Route 85, Saratoga-Sunnyvale Road. The widening will occur between Verde Vista Lane to Blauer Drive in Saratoga. Bob Mayfield's article points out the \$4 million the Highway Commission will spend in this county. That money will be spent in the East side of 17, not over here in the West side.

We had a good quarterly meeting on November 2nd, in Watsonville. As you all know, Al Perry retired as Executive Board member for District 90. You elected Dick Miller in his place as Executive Board member. When Dick assumed his position on the E-Board, he vacated his place as grievance committeeman. At the Watsonville quarterly meeting, we elected Brother Fred Loya to assume the place vacated by Dick. Fred was elected unanimously. We welcome him. Our full committee is now Dick Miller, E-Board, and committeemen Jim Waldron, Harvey Pahel, and Fred Loya.

They meet each Thursday night from 7-8 P.M. at our office. Our office is open from 6-8 P.M. each Thursday.

Officers present at the meeting were Dale Marr, Buck Hope, Tom Stapleton and Fran Walker.

See SAN JOSE Page 12

Contractor To Head Oakland Cafe Group

Oakland — Thomas K. McManus who holds vice presidencies with Underground Construction Co. and with M. G. C. Company in San Leandro, has been elected new president of the Oakland Chamber of Commerce.

He takes office July 1 succeeding Laine J. Ainsworth. Both of his companies have done extensive work on the Bay Area Rapid Transit project. Underground is currently working a multi-million dollar project for Metro Transit in Washington, D.C.

McManus is a graduate of West Point who went on to take an M.S. degree in engineering at Massachusetts Institute of Technology. He has been active with the Oakland Chamber for some 18 years and was vice president during the year just concluding.

San Mateo

(Continued from Page 6)

through the interchange area with the Junipero Serra Freeway (Interstate 280) near the Crystal Springs Reservoir.

Widen the East Hillsdale Boulevard overcrossing on Bayshore in San Mateo from two to four lanes and modify the interchange ramps. Estimated cost, \$1,050,000, of which the state will pay \$885,000 and the city the balance.

Construct a 2.4-mile eight-lane section of the Junipero Serra Freeway between 1.5 miles north of Edgewood Road and 0.5 mile south of Route 92 in the Crystal Springs Reservoir area, completing this route to interstate freeway standards between San Francisco and San Jose. Estimated cost \$2.4 million.

More Utah

(Continued from Page 3)

have not been finalized by management, so many of the brothers are enjoying extended time off from the job under the new vacation plan.

Geneva Rock Products plants at Orem and the Point-of-the-Mountain have been at full production and, in some cases, have gone to a three-shift operation. We expect many of the Operating Engineers to do the repair work this winter instead of being laid off. Brother John R. Child has been appointed Job Steward for this company and Brother Brent Michelson the Safety Committeeman.

There has been a cut-back in the work force at Utah International due to the blast furnace work being done at the Geneva Steel Plant. The ore production should increase about the first of the year and we expect most, if not all, of the Operating Engineers to be recalled. The company has purchased some new equipment for work in the mine and at present it is still on an experimental basis. The cost item will be the prime concern if the equipment will stay or not. The Safety Committee has been reactivated and although the red-tape problems of a committee have to be worked out, we are hopeful that the good-start effort will continue and the safety hazards will be reduced.

Brother Norman Lund has been appointed as the Job Steward in the Comstock area and will be working in close harmony with the Iron Spring Job Steward, Merrill Harrison.

Highway Commission Says

Fresno Freeway Is Still Top Priority

By CLAUDE ODOM,
BOB MERRIOTT and
HAROLD C. SMITH
**EXPERTS URGE FREEWAY
41 GET TOP FRESNO PRIORITY** — The California Highway



Commission has been informed that the completion of Freeway 41 through Fresno still has the top planning priority for the future.

Freeway 41, the first section of which already has been started in southeastern Fresno, "has No. 1 priority by a large margin," the commissioners were told as they opened the first of a rather rare hearing in the supervisor's office in the Fresno County Courthouse.

State plans call for stage construction of the remainder of the freeway through the heart of the city "as funds are available," a matter of some concern to local interests since difficulties in financing such projects are increasing.

Blackstone Avenue currently carries some 44,000 vehicles a day. Many of these cars would probably use the freeway, were it completed through Herndon Avenue, as planned, and local planners envision the not-too-distant day when up to 100,000 cars would use the freeway.

James A. Moe, state director of public works, said that in his opinion, the second stage of Freeway 41 north from Nevada Street quite likely will be advertised next year on schedule. Stage two of Freeway 41 calls for the construction of bridges spanning Dakota, Ashlan, Gettysburg and Shaw Avenues and a link of Freeway 180 from Freeway 99 eastward to Glenn Avenue.

Robert Ramey, Fresno district highway engineer, noted an April 1973 start is scheduled on updating the Elm Avenue section of future Freeway 41 to the south some 2.3 miles between North and Ventura Avenues. This heavily traveled section of Fresno's West Side will become four-laned next year in a \$1.2 million project under a joint financing agreement between a host of agencies, including the Fresno Redevelopment Agency.

As far as the rest of Freeway 41 northward is concerned, completion to Bullard Avenue by 1976, as scheduled will depend on future federal-state appropriations. The project is already several years behind the original scheduling.

A plea was also made to consider early funding and start of construction on two other segments of the city's urban freeway system—Freeway 180 running eastward, and Freeway 168 through the Sierra foothills and on to Shaver Lake.

GROUND BREAKING FOR \$12 MILLION ST. AGNES HOSPITAL TO BE IN JANUARY—St. Agnes Hospital which earlier this year won a controversial victory to build a new facility on a 32-acre site at Millbrook and Herndon Avenues has announced an \$8.5 million contract award to the D. E. Webb Corp. Webb is a native Fresnoan and has built 16 hospitals throughout the nation.

Groundbreaking for the six floor 200 bed facility will be held in January '73, and construction should take 24 months. The cost of construction and equipment

has been announced at \$12 million.

The Fresno City Council on a 4 to 3 vote approved a zone change permitting the construction, after a month long controversy regarding the location.

—President Nixon has signed a bill which will allow the San Luis Water District in Los Banos to begin construction of an \$8 million irrigation and water distribution system.

The bill introduced by Representative Bernie Sisk of Fresno, enables the district to borrow funds from the Bureau of Reclamation Loan Fund. The water system is designed to provide domestic and irrigation water and drainage on about 15,000 acres of land in western Merced County near the San Luis Dam.

FRIANT-KERN CANAL REPAIRS — A bid of \$110,261 by Ted Watkins of Paso Robles was the lowest received by the U.S. Bureau of Reclamation for repair of canal lining and bridge rehabilitation of the Friant-Kern Canal. Part of the work is located six miles below Friant Dam with the rest of the work a few miles north of the point where the Friant-Kern Canal cross the Kings River.

HIGHWAYS: FUNDS FOR VALLEY — The Highway Commission has approved a budget that will include work in Fresno, Madera, Merced and Tulare Counties.

Highway 180 between the Friant-Kern Canal and eight-tenths of a mile east of Crawford Avenue, a distance of 3.6 miles, will be widened from 20 to 28 feet and paved with a 2.5-inch blanket of asphalt-concrete. The cost is \$150,000.

Another \$110,000 was approved for reconstruction of the deck of the southbound off-ramp from Freeway 99 to Golden State Boulevard to repair the damage from de-icing salts.

\$171,000 has been approved for repair of the decks of the Freeway 99 bridge across the South-



25-YEAR PINS were presented to (l. to r.) Brothers D. E. Wiginton, Bud McBride and K. N. Alexander at the District Meeting in Fresno recently. Any member who is eligible for a 25-year pin is encouraged to contact his district office.

ern Pacific tracks northwest and southeast of Atwater.

\$264,000 has been approved to complete financing to convert Highway 99 to freeway standards between Avenue 18 and Road 22 north of Madera, widen Highway 41 from 20 to 28 feet and repave it between 1.3 miles north of the Fresno County line and Highway 145, a distance of about eight miles.

TULARE COUNTY has had \$2.2 million approved for initial work to convert Highway 198 from a two-lane conventional highway to a four-lane freeway between Road 68 and Freeway 99 and Road 84, a distance of about two miles. The work includes reconstruction of the Plaza Interchange between Highway 99 and 198. The total cost of the work is estimated at \$10,064,000 of which \$4 million will be budgeted in 1974-75 and \$3,864,000 in 1975-76.

Other Tulare County work includes \$1,615,000 to complete financing of Highway 43 reconstruction between Deer Creek and the Kings County line and widening and repaving of Highway 216 between Woodlake and

Lemon Cove at a cost of \$175,000.

TRI-CITY SEWER PROJECT DELAYED — The Selma-Kingsburg-Fowler Sanitation District trustees are facing several problems with plans to construct a sewage treatment plant near Kingsburg.

Construction is being delayed because the State Water Resources Control Board has called for rebidding on the project. New specifications are being prepared and should be ready by February.

This rebidding means that if all goes well, construction will start July 1, 1973 and the plant will not be completed until fall of 1974.

The Business Agents would like to thank the Brothers who attended the November 21st District Meeting. We are always appreciative of the members who take an interest in their union and take time to participate in its activities.

Also, thanks to the Brothers who have been attending our Town Meetings. We have enjoyed these meetings and will be holding them on a regular basis.

San Jose Dispatch Stays Busy

(Continued from Page 11)

Two brothers who have worked locally in our District were introduced as agents. Jerry Martin works from Dale Marr's office in safety, and Dick Weigel works from Fran Walker's office with fringe benefit problems.

The "Town Meeting" get-togethers work well here. We meet in small groups, so each member has more opportunities to express his thoughts.

Recently we met with several members employed with various Testing and Inspection employers, also met in Carmel and Santa Cruz with small groups of surveyors. We should get together the same way in each municipality such as Los Gatos, Saratoga, Mt. View, and other towns. Let us meet with construction Operating Engineers. Call me, and we'll set up a small Town Meeting in your area.

Four members with Kaiser Aluminum Foil Plant accompanied us to our main office in San Francisco on October 31st. We had a most productive meeting with Larry Miller, our in-house attorney. The meeting resulted in a specific action taken regarding our leadman problem. We had a safety-related problem in the Kaiser Quarry recently. Jerry Martin, Local #3 safety representative, accom-

panied us. We got some action, it worked very well. At the same time, we recommended Brother Henry Juarez be appointed Safety Committeeman in the Kaiser Permanente Yard area.

Ran into one of the old-timers on the Telephone Company site preparation. Willamette-Western drove the piles, and Slim Clochon ran the piledriver. Ken Bettis was oiler. I've known him quite a while too. Slim is taller than my 6'2" and has really stayed in shape. His career stretches back to picket duty in Oakland, 25 years ago—Al Clem as representative put him on the picket line. Slim has bad habits. Rabble-roused me with a straight face, then laughed when he stirred me up. He ran the Marine Boss for a long time, including such duties as lowering and raising bathyspheres miles deep in the sea, with men in them.

Brother Mike Jorgensen and his wife Michele had the 5-lb. 14 oz. boy Mike wanted so badly. I wonder what the boy will do to Mike's mustache when he pulls himself up to walk.

Brother Tony Rutkowski and his wife Helen had their second child, Cathleen, October 27. She weighed 7 lbs., 5 ozs. Tony and I used to work together for Hood, laying pipe. He's a good hand with the big hoes, running

tower cranes now.

Survey News—Not too much action right now. Rain doesn't help either. McKay and Soms have cut back since late October. Ran into Orlando Pierce and Glen Carsten from Murray-McCormick. They were in the median strip on Hamilton, just west of Hwy. 17. They had worked from the Santa Clara office, but it has been closed, they are working out of the Oakland office. They did some work for the City of San Jose recently, fly-points etc., with a good slug of overtime.

Testing and Inspection — As most of you know, we are stirring plenty right now. Please stay in close communications with your stewards, and call us more than you have been. Don't be so bashful; we can't help you if you don't communicate. We want to know about the arrangements you have regarding transportation, among other things. If you have questions, call us. Call Thursday nights between 6-8 P.M. or any time.

Wally Merriman works for Reynolds and Associates now. Met his August bride Bernice recently — she is a real doll!

This will be your last Engineer News issue before Christmas, Merry Christmas and Happy New Year to each and every one of you and your people.

Christmas Blood Drive Set

(Continued from Page 1)

his job fifteen minutes after donating."

Operating Engineers Local Union No. 3 members have another good reason for donating. Every pint donated by a member can be credited to the Union's own blood reserve account and can thus assure immediate blood protection and a substantial savings of money should members or their families need blood during the coming year.

The Blood Bank of the Alameda-Contra Costa Medical Association is the only source of blood for 34 major hospitals in Alameda and Contra Costa counties. Last year the Blood Bank procured, processed and dispensed 40,000 pints of blood in order to meet the needs of hospital patients in our local communities.

The Blood Bank is located at 6230 Claremont Avenue in Oakland and is open Monday through Saturday. Donors outside of the Oakland area may give at any of the following locations:

Alameda County

Oakland—Call 654-2924 for appointment. Center Donor Hours: Monday, Tuesday, Wednesday, Friday, Saturday, 8:00 to 3:30; Thursday, 11:00 to 6:30. 6230 Claremont Avenue.

Ashland—Mobile unit third Monday of each month at the Ashland School, 16485 East 14th St., from 3:00 to 6:30 p.m.

Fremont—Mobile unit third Wednesday of each month at the United Auto Workers Union Hall, 45201 Fremont Blvd., from 3:00 to 6:30 p.m.

Hayward—Mobile unit second Tuesday of each month at the Weekes Park Community Center, 27182 Patrick Ave., 2:00 to 6:00 p.m.

Pleasanton—Mobile unit first Tuesday of each month at the Veteran's Hall, 301 Main Street, from 3:00 to 6:30 p.m.

Contra Costa County

Concord—Mobile unit second Wednesday of each month at the Elks Lodge, 3994 Willow Pass Road, from 3:00 p.m. to 6:30 p.m.

Martinez—Mobile unit second Monday of each month at the Carpenters' Union Hall, 3780 Alhambra Ave., from 3:00 p.m. to 6:30 p.m.

Richmond—Mobile unit first Monday of each month at the Machinst Hall, 255 - 16th St., 5:00 p.m. to 8:00 p.m.

Walnut Creek—Mobile unit third Tuesday of each month at the Elks Lodge, So. Main and Creekside Dr., from 3:00 p.m. to 6:30 p.m.

Antioch—On September 25, 1972 and every other fourth Monday thereafter, the Mobile unit will be at the United Methodist Church, 3115 Lone Tree Way. Hours: 2:00 to 6:00 p.m. Months of visit: January, March, May, July, September, November.

Pittsburg—Mobile unit every other fourth Monday at the Moose Hall, 12th and Moose Way. Hours: 2:00-6:00 p.m. months of visit: February, April, June, August, October, December.

Appointments are not necessary at Mobile Unit locations.

Appointments are necessary only at the Oakland Center and can be made by phoning 654-2924.

Since your Oakland District Blood Bank is in an emergency situation, the following members have volunteered to be Blood Bank Committee Chairman. You may call them at any time for information about where and when to give blood, to make an appointment, or for any other information you may require:

Allen Kelly, Livermore, 447-4688; Ray Gorman, Fremont, 782-4558; Phillip Blay, Richmond, 234-5920; Jack Crain, Concord, 689-2795; James L. Hester, Richmond, 235-0827 and Harold Hansen, San Leandro, 357-4709.



NEW \$7.6 MILLION MALL opened officially in Marysville area last month.

Everything Under Cover!

Band, Beauties Dedicate New Center

By HAROLD HUSTON District Representative and Auditor

THE \$7.6 MILLION MALL OPENED IN YUBA. The advantages of the completely enclosed,



Harold Huston November 1st.

The \$7.6 million shopping center—the first of its kind in this area—was seven years in the planning, and public and civic officials, along with representatives of the developers and the major stores at the center, gathered under cloudy skies to commemorate the center's opening.

Developer and owner of the shopping center is Makad, Inc., of Nampa, Idaho, a firm owned jointly by Morrison-Knudsen Co., Inc. of Boise, Idaho, and Baum Industries of Nampa.

Ceremony Speeches—Harry Daum, president of Makad, gave special thanks to Yuba County Supervisor Charles Dean who, he said "had done everything possible" to bring the project to a successful completion. Dean also received plaudits from Grant Radford, Colgate Division Manager for Pacific Gas & Electric Co., who served as master of ceremonies. Dean formerly represented the Linda area in which the Mall is located (it is at the intersection of Beale Road and Lindhurst Avenue) before the area was removed from his district by a recent redrawing of district lines. Dean was selected to cut the ribbon, ceremoniously opening the doors of The Mall for business.

Band, Beauties—The ribbon-cutting audience was entertained by the Marysville High School band, and the ceremonies were enhanced by the presence of Diane Wagner, Miss California, and Donna Hawthorne, Miss Yuba-Sutter.

Also on hand were Harold J. Sperbeck, chairman of the Yuba County Board of Supervisors; David Offcutt, president of the area Chamber of Commerce; Col. Charles Youree, commander of the 456th Bomber Wing at Beale Air Force Base; Robert R. Van Kleek, vice-president and Western Regional Manager of the J.C. Penney Co., and representatives of labor.

J.C. Penney, Others—Penney's is the principal tenant in the 360,000 square foot mall, with a store containing 102,000 square feet of space.

The Mall also includes a Safeway Store, a Pay-N-Save drug-store and Arthur's Department Store among 50 tenant stores. Also at the Mall, but separate from the main building, are a Bank of America branch and a Penney's auto service center.

The 40 acre site includes parking for nearly 3,000 cars, and the lot was rapidly filling up as the Mall opened for its first day of business.

Mall Project Completed in Record Time—The multi-million dollar Mall development, started last winter, was completed in record time, according to the project manager, Jack Gracy of Morrison-Knudsen Co., Inc.

The Mall is described as a "fashion shopping complex" accommodating more than 50 tenants. Red carpeting, redwood ceilings and a "climate-controlled environment for all seasons" are features of the center.

The Mall will have professional offices, services and a large community room available for meetings, conventions, and banquets, and has been constructed to allow for future expansion of a large "quality department store."

The Mall is owned by Makad, Inc., whose general offices are in Nampa, Ida. Makad was formed in 1970 for the express purpose of developing major retail shopping centers and owning and managing the centers upon their completion.

Makad opened its first retail center in April of 1971 in Idaho Falls, Ida. In April of 1972, it opened Mall shopping centers in Nebraska and Kansas. In September, 1972 a fourth center was opened in Yakima (Union Gap), Washington. Linda Mall will mark the fifth opening for Makad. The organization is planning five to ten more shopping centers within the next two years.

Morrison-Knudsen Co., co-owner of Makad, Inc., and builder of the Mall, is a world-wide construction, engineering and development organization with headquarters at Boise. Familiarly known as "M-K", the company was founded at Boise in 1912. It has performed major construction and engineering projects in every state and in 65 other countries. Its projects encompass virtually every type of construction and have a total in-place value of almost \$10 billion.

Diversification into shopping center development has marked another milestone in the growth of M-K, a company that continues to build bridges, airports, tunnels, railroads and waterfront facilities, on a global scale. In addition, the M-K organization designs and builds major industrial plants, lays cross-country pipelines, erects high-rise buildings and other commercial

structures, and does complex mechanical installation work. It owns and develops commercial real estate, and through an affiliate, builds ships.

During 1971, gross domestic and foreign revenue of the M-K organization totaled \$477 million, including nearly \$445 million from construction operations and more than \$32 million from engineering activities, real estate operations and other sources. Construction revenue was generated by a total of 162 separate contracts.

Operating under the direction of President William H. McCurren, M-K is a publicly owned corporation with more than 7,000 shareholders. Its stock was first offered to the public in 1946 and is now traded on the New York Stock Exchange. Depending on the type and scope of operations in progress at any given time, the company and subsidiaries employ from 15,000 to 25,000 people throughout the world.

While headquarters of the company have continued at Boise from the time M-K was established, offices are also maintained by operating divisions or subsidiaries in San Francisco, Newport Beach, Cleveland, Fort Worth, Butte, Darien, Conn., and Vancouver B.C. as well as in Paris, Rio de Janeiro, The Hague, London and other cities abroad.

All the Business Representatives and Office Personnel in the Marysville District Office wish all of you a Joyous Holiday Season.

By DAN SENECHAL, Business Representative

Heavy rain in the valley and snow in the mountains are controlling the work picture.

A. Teichert and Son's industrial track project at Yuba County airport is down except for the backhoe crews and the underground work. Sub-contractor H. E. Graf has moved the dirt except for a 505 Koehring working on the canal.

Teichert's Hallwood plant crew was the low bidder on the hot stuff on LaPorte Road job which was awarded by the County of Plumas. The brothers there will see long hours on this paving job.

Robinson Construction of Oroville has had to bring their Highway 70 project to a halt because of the weather. This project, when completed, will have improved a dangerous stretch of Highway where many accidents have taken place because of soft shoulders and blind curves.

R. C. Collett of Woodland is moving dirt on their portion of the East Nicolaus High School job. The structures were just let on a separate contract to Dale

See MORE MARYSVILLE Page 14

Sacramento Work May Depend On Your Help During Meetings

By RALPH WILSON, District Representative; AL DALTON, AL SWAN, DAVE REA, MIKE WOMACK, Business Representatives.

The whole Sacramento Area has been shut down for a few weeks due to the rains. The rain

is letting up a bit now and we expect the work to pick up again for a while.

The outlook for employment during the coming year is very good. However, we wish to remind all our brothers of the importance of attending all Ecology Meetings as they relate to construction. These people are trying to shut down our bread and butter. Go to these meetings every chance you get and be heard.

Gordon H. Ball Company working on the Folsom South Canal, Western contracting also working on the Folsom South Canal will bring this job to completion in the early part of 1973.

Teichert Const. and Granite Construction, the two successful bidders on I-5 are doing their best to keep the mud aerated and as many members working as possible.

The latest word at this writing is that Sacramento County is looking more favorably on a portion of the Stone Lake Development which has been under fire from the "do-good" environmentalists. Claude C. Woods has a seventy-unit subdivision in Galt

but that thick black stuff will probably hold it up until spring. We have another survey firm joining our ranks from the Woodland area. They are known as Action Surveys, working under the firm of Yolo Engineering.

The seven-mile stretch of blood alley from Watt Avenue to Sunrise Boulevard on Hiway 50 is about to be placed in the archives of history. The completion date of the new Hiway 50 being done by Guy F. Atkinson was to be December 1972, but due to mostly weather, it is extended into early spring, but what a welcome it will be.

We wish all the members and their families a merry, merry Christmas and hope that everyone will join together in a new year's resolution to register to vote, to keep abreast of civic affairs and attend all Union and environmental meetings, or at least, as many as possible.

We would like to thank all the good brothers, their wives, relatives and friends who have been so generous with their blood donations. Those who have recently been in need of this blood know what it means to have this blood available when needed. Let's keep up the good work!

SACRAMENTO

A major addition to the Cameron Park recreation community 30 miles east of Sacramento on Highway 50 will soon be underway with the approval by El Dorado County's LAFCO (Local Agency Formation Committee) for the development of the adjacent Krell Ranch.



Ralph Wilson

Marin Supervisors Bless Civic Center Master Plan

By AL HANSEN

\$7 MILLION CIVIC CENTER PLAN—A long-awaited updating of the master plan of the Marin County Civic Center has been adopted by Marin County Supervisors unanimously.

The plan proposes to spend more than \$7 million by the year 1990, to add a major office building and more than 1,000 parking spaces, largely in structures rather than open lots. It sets aside specific areas for developing the county fairgrounds, a new site for the Louise A. Boyd Marin Museum of Science and a community center capable of accommodating gatherings of more than 500 persons.

The adoption thawed \$330,000 set aside in the County's 1972-73 budget for improvements at the fairgrounds and other civic center areas. The money had been held unspent until the master plan, expected to be ready in June, was approved.

SHORELINE ROAD WORK: \$5.3 Million Project—The State Division of Highways unveiled plans to widen and realign approximately 12.8 miles of Shoreline Highway between Tamalpais Valley and the Bolinas Cutoff north of Stinson Beach. Two projects, estimated to total \$5.3 million, were revealed at a town meeting attended by about 70 Bolinas and Stinson Beach residents who registered almost unanimous opposition. The residents feared that the widening would increase traffic and make the two communities more accessible and thus more susceptible to development. The group also feared that the portion of the project near Bolinas Lagoon would damage the lagoon and its wildlife. The first \$3.5 million project would involve widening and realigning of approximately nine miles between Northern Avenue in Tamalpais Valley and Stinson Beach.

Improvements to the first mile would begin in early 1973. The total project will take about 10 years to complete and would be done in stages, two miles every two years.

A second project would widen 3.8 miles of roadway adjacent to the Bolinas Lagoon and require approximately 15 acres of fill. Preliminary plans propose filling portions of the lagoon as far as 35 feet into the main channel at some points. In the vicinity of the lagoon, portions of the highway would be elevated 10 feet above sea level to prevent flooding during high tides. (Parts of the highway are now as low as five feet above sea level.) In that area, the highway would be widened from the present average width of 22 feet to 40 feet and the widening would require some fill of the tidelands adjoining the road and the lagoon.

Also in the Bolinas Community Public Utility District, residents resoundingly approved a \$385,000 bond issue toward construction of a new waste disposal system. The bonds will finance the local share of the \$525,000 project, with the remainder to be sought in federal and state grants. Of that portion, \$187,000 is to be used to pay off debts incurred from an earlier waste disposal plan that was scrapped.

Councilman Fred E. Jensen made "newspaper headlines" recently—calling committee on redevelopment a "Political Ploy." At issue was the Town Meeting's longstanding request that the council form an advisory committee on redevelopment as well as other matters. Councilman Jensen went on to state "I see the same group here all the time. There's no representation from Sun Valley, Bret-Harte, or other

areas." Mayor C. Paul Bettini also opposed the proposed committee.

A 292-unit apartment and townhouse development off San Pablo Road in San Rafael has been approved by the San Rafael City Council. Involved are 54-acres near Highway 101 in view of the Civic Center.

Also approved by the Marin County Planning Commission is development plans for four condominiums on a 231-acre site at the end of Van Winkle Drive in Sleepy Hollow, San Anselmo. The project is to be called Cambo de los Cabanos, and will include about 175 acres of open space.

The Novato Plan Review Committee approved plans for 92 apartment units on 5.9 acres at the end of Hill Road near Indian Valley Road.

MARIN GOING ELITIST? Lack of low and moderate housing is causing Marin to be a place only for the rich. Present policies indicate that the present (middle class) residents are preparing the Marin County of the future for those of considerable affluence, with relatively few children, according to report submitted by the Marin County Human Rights Commission to the county board of supervisors recently. It went on to comment: "It is as if a tribe of people were deliberately setting out to plan for their own demise, in order to provide a setting for a new monolithic, super wealthy social order." Ironically, the report points to the current interest in preserving open space as one of the chief problems because open space accelerates "the cost of housing in remaining buildable areas."

PACIFIC EXCAVATORS are back, resuming trenching operations at East San Rafael Drainage Assessment District, behind diked tidelands near Point San Quentin. Trenching activity had been brought to a standstill by the Army Corps of Engineers, as the Corps claimed the city had not applied for appropriate permits for the work.

THOUGHTS ON THINKING: THINK FACTUALLY — THINK POSITIVELY — THINK FOR YOURSELF — THINK THINGS THROUGH — THINK WITH PURPOSE — THINK OF OTHERS — THINK TWICE—THINK BOLDLY — THINK IMAGINATIVELY — THINK MATURELY —THINK AHEAD.

Be honest with yourself—avoid the temptation of self-delusion.

Confront problems, don't evade them — Growth comes through facing reality.

Widen your interests—Stretch your mind by reading, conversation, listening.

Write out the problem—Positive action depends on clear thinking. Writing helps.

Keep first things first—Focus on the main issue; don't be confused by non-essentials.

Don't oversimplify—If a problem is serious enough to bother you, it's worth pondering.

Get beyond faultfinding — People know what's wrong. They want to know what to do about it.

Keep an open mind—The best solution may not be your solution.

Retain your sense of humor—Humor can reduce prejudice and put things in perspective.

Develop insight — Listen for what the other person means, not merely what he says.

Focus on the positive—Emphasize points of agreement while admitting differences.

WE WISH YOU AND YOURS A VERY MERRY CHRISTMAS AND A PROSPEROUS NEW YEAR.



EUREKA CHAMBER of Commerce recently dedicated its own version of unique modern sculpture when a 42-ton dolos was donated by the Umpqua Construction Company to the City. Shown above

putting the dolos in place are Brothers Roland Weber (left) and Walt Billings (right) in the Foster crane cabs as Super Don Dillon standing right guides the operation.

New Kind of Sculpture!

Umpqua Navigation Co. Donates Dolos To Eureka Chamber of Commerce

By RAY COOPER,
District Representative

On October 17th, 1972, a dolos was placed on city property next to the Eureka Chamber of Commerce office on south Broadway. This dolos will be seen by literally millions of people as they drive north or south through Eureka and it will always be a reminder of the work done on the north and south jetties by the Umpqua River Navigation Company.

The dolos is a symbol of safety for our ships from afar, our local fishing fleet so prominent in our local economy, and to our pleasure craft from up and down the entire coast.

It is because of all that the dolos represents to the City of Eureka and the entire County, and because of the extreme generosity of the Umpqua River Navigation Company for donating the massive 42-ton dolos to the city, that the Eureka City Council wishes to express their deepest gratitude and thanks for all of the effort put into the gift. It is a gift of lasting quality and will prove to be a showcase for the city and the Umpqua River Navigation Company for many years to come.

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

Well, Brothers, it is that time of the year when old man winter creates a work stoppage in the construction industry in the Redwood Empire. Most of the major projects have been completed and some of the smaller ones will continue, with weather permitting.



Roy Cooper

We hesitate to predict what the work situation will be for the next year, because of the Ecology and Environmental impact studies on future construction projects. The passage of Proposition No. 20 (Coast Line

Initiative) undoubtedly will create loss of employment for the Construction Industry in the State of California.

The State Highway Commission has budgeted funds for several major projects in Southern Humboldt County, designed to fill in gaps between existing stretches of four-lane freeway on Highway 101.

Major emphasis will be on completing the freeway bypass around Rio Dell, which involves new bridges across the Eel River at either end of the town.

The 1973-74 highway budget, includes \$4.67 million to complete financing of paired freeway bridges between Rio Dell and Scotia, approximately 800 feet down-stream from the existing Rio Dell-Scotia bridge which was damaged in the 1964 flood.

Those freeway bridges will allow the Rio Dell freeway to tie into the existing expressway at Scotia. Their cost is \$5.67 million and \$1 million of that was budgeted for 1972-73.

The Highway Commission also budgeted \$1.9 million towards the Rio Dell freeway project itself. The estimated cost is \$3.95 million, and the remaining \$2.05

million will be budgeted in 1973-74.

The 2.6 miles of freeway includes three interchanges at North Scotia, Davis Street and Scenic Way as it sweeps around Scotia on the east.

The third major project for which funds were approved was a \$2.4 million share of the freeway project north of Mendocino County line. Construction is underway on a future site. The work includes some relocation work for the existing highway so that future freeway construction can be conducted without impairment to traffic.

The \$5.1 current project received \$1.48 million in the 1972-73 budget and will receive another \$1.22 in 1974-75.

The Jaxon Baker job on Highway 101 North between Big Lagoon and Orick will be open to traffic by the time you read this article. The tie-ins on both ends is all that is left.

Eugene Luhr Company won the battle between the rains and rising water to complete their Klamath River levee project.

Granite Construction Company are attempting to finish the paving

See MORE EUREKA Page 15

More Marysville

(Continued from Page 13)

Green of Yuba City for \$1,800,000.

By A. A. CELLINI,
Business Representative

At the last writing we had a great deal of rain and the weather then changed for the better. So all the projects started up again. Now we have even more rain and everything has been shut down.

Granite-Ball Joint Venture on the Tehama Colusa Canal has three spreads working on this project. They have about seven and one-half miles of the job opened up. They are pouring concrete on two of their box culverts.

Zurn Engineers is also working on the Tehama Colusa Canal

and has all twelve and a half miles of their project opened up. Along with the dirt rigs there are two shifts working and the 4600 Manitowoc Dragline which is mucking out material down to grade in preparation for the trimmer. Both Zurn Engineers and Granite-Ball have been hampered by the showers.

The Homan and Lawrence Engineering Company project for Holly Sugar Corporation has been moving right along. Brother Ken Brazil is covering that job.

In the Paradise Pines area the work has stopped on account of the bad weather. Butte Creek Rock and Teichert Construction have a little paving and some shoulder work left to put down.

Prospects for jobs at this time looks very gray and wet.

Personal Notes

NEVADA

Hospitalized Members: Retiree Howard Dyer is in Washoe Medical along with Grievance Committee member Frank "old crow" Fornengo. Both of these members have spent their entire working life promoting and working for the betterment of this Union, so if you have a few minutes, stop by and visit with them.

Also hospitalized in St. Mary's Hospital is brother Edward "Walley" Latimer, heavy duty mechanic; Walley is in traction and we're sure he would like to hear from you.

Bother Don Larson of Lovelock, broke his leg while out deer hunting and is home recuperating.

Congratulations to Brother Allen Wiebers, who recently got married and became the father of three all at once.

SACRAMENTO

Our most sincere condolences are extended to the families and friends of Brother Ed Walker, Brother Robert Davis, and Brother Harry R. Allee, who passed away recently. Our condolences are extended to Brother Frank Dutra, whose wife Ann passed away in October.

Brother Tommy Winett is recuperating at home after a hospital stay. We wish Brother Winett a speedy recovery.

SAN RAFAEL

Recently hospitalized: Candy Bruner, wife of Brother Tom Bruner; Helene Todd, wife of Brother Paul Todd; Richard Johnson. Best wishes to them for a speedy recovery; also to Brothers Ray Schunk at Marin General; Wm. Dietsch at U.C. Hospital, and Bill Dinsmore, Marin General.

Our sympathy in the recent death of Brother Warren King on October 20th.

Brother Louis Paysse decided to call it "quits" on November 15th. We wish him the best of everything in his retirement—may it be a long and happy one.

STOCKTON-MODESTO

Brother Clifford Morris returned to the hospital during the past month. However, we are happy to report he is now recuperating satisfactorily and is home. Brothers Don Muns, retired, and Clifford Pauley have been under a doctor's care. A speedy recovery is wished for both.

Our deepest sympathies are extended to the families and friends of departed Brothers Jack Tillotson, Robert Lock and Charles A. Edwards. The Business Agents of this district appreciate the large turnout of members at our last District Meeting and hope this interest in Union affairs will continue.

FRESNO

We would like to express our deepest sympathies to the family and friends of Brother Clyde Schoppe who passed away during the month of November.

Brother Guadalupe Ramos has been in and out of the hospital recently and we wish him a very speedy recovery.

More Collectively Speaking

(Continued from Page 2)

ture has not been too good. We have many Employers who are inclined to chisel on the contract. Some of the Employers' representatives think that it is clever to talk about featherbedding, forgetting the "shovel-standers" of the cost plus days.

To all the Brothers and Sisters and their families, I would like to take this opportunity on behalf of myself, the officers, the Executive Board and the staff to wish each of you a happy and prosperous 1973. We know that we have many problems facing us in the future, but if we continue to work together as we have in the past, I am sure that you will see this great organization continue to grow and prosper; and speaking for the present complement of officers, you can still count on us to do a job for you. We will have a demanding and difficult year ahead in negotiating for wages in California; wages and conditions in Nevada; wages in the State of Utah; and the opening of the Rock, Sand and Gravel agreement, however, I am sure with your cooperation that we will successfully meet all of our goals.

During the past month 1,231 jobs were dispatched from the out-of-work list, and there were a total of 61 contracts signed, 13 long form, and 48 short form.

More About Eureka

(Continued from Page 14)

ing on the Gasquet job, but it is a hit and miss in between the rains.

Those who have been hoping and waiting for the opening of the new section of Highway 299 East of here finally got their wish. Half of the new highway being constructed by Granite Construction Company, from Blue Lake to the North Fork of Mad River, was opened to traffic, as was the rest of the stretch to Lord Ellis Summit. Workmen will be applying finishing touches to the new road for three more weeks.

The new highway completes upgrading of U.S. 299 between

the Eureka-Arcata area and Willow Creek and is expected to lop several minutes off the driving time. It replaces the old section noted for its sharp curves.

This, the last report of the year affords us, Ray, Gene and Hazel the opportunity of wishing each of you a Very Merry Christmas and a most prosperous New Year.

Season's Greetings

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE: 10 FT-6 TROPICANA CABOVER CAMPER w/monomastic toi., heater, 4 mounted jacks, gd. cond. C. Gilstrap, P.O. Box 122, Goshen, Ca. 93227, Ph. 209/734-3846. Reg. No. 0595199, 10-1.

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

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

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

FOR SALE: TWO 1970 A.T.V. \$650 complete. \$375 no engine. Tote Gote \$115. B&S Starter generator \$20. 8 HP riding tractor, plow & cultivator \$400. C. Elkenbary, 14057 Arcadia Palms Dr., Saratoga, Ca. 408/867-3806. Reg. No. 0750266, 10-1.

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

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

FOR SALE: TRAILER, ROAD RANGER, never used. 22 ft. self. cont. bath, 6 ft. refrig., 3 beds, orig. \$3,400. Price \$2,800. John Estes 4238 Strawberry Park, San Jose, Ca. 95128. Ph. 408/374-7368, 287-9945. Reg. No. 0947263, 10-1.

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

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

FOR SALE: TILTING TABLE SAW, 2 hrs. motor, 220 power complete at- tach blades, dido, sander, grinder, gd. cond., cheap. Bob Sweeney, Ph. 857-3513 Riverdale, Ca. Reg. No. 0425039, 10-1.

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

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

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

FOR SALE: ONE OAK TABLE 4'3" x 2'6" w/4 chrs. \$145; one 1/4 HP motor 17 rmp 60 cycles 115 volts \$8.50. Tele. 415/OL 2-3275. Charles McKay. Reg. No. 0480983, 10-1.

1969 APACHE TRAVEL TRAILER FOR SALE: 25x7' 6. orig. \$4,400, will sell for \$3,100 (Blue Book now \$3,500.) Roy Elmer, 674 Bullion Road, Elko, Nevada, Phone 702/623-2641. Reg. No. 1440708, 11-1.

FOR SALE: TWO AND A HALF ACRES in Calif. Valley nr. Paso Robles, Unit No. 5, Lot No. 107. Priced to sell. H. L. Walker, 5747 Pearl Dr., Paradise, Ca. 95969, 916/877-4558. Reg. No. 181352, 11-1.

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

FOR SALE: ONE D-6 CATERPILLAR series 5-R w/65 dozer cable control, gd. cond. \$3,500. Call 415/376-3697. Reg. No. 1257021, 11-1.

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

FOR SALE: 14 FT GLEN L BOAT, perfect cond, gd elect. start, 35 HP Johnson, HD battery, big wheel trailer, spare whl & tire. \$600. Phone 581-2482. K. B. Downing, 2537 Lesley Ave., Castro Valley, Ca. 94546. Reg. No. 0387121, 11-1.

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

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

FOR SALE: BOX OPEN COMBINATION WRENCHES 3/8 drive, 1/2 in. drive socket sets, tote tray hand tools. R. Young, 210 Athol Ave., Oakland, Ca. 94606, Call 835-3584. Reg. No. 0408158, 10-1.

FOR SALE: 2 BEDROOM HOME, well, rumpus room, w/w carpet, garage, cellar, fruit trees, pasture w/well. \$3,000 dn. W. L. Davis, P. O. Box 74, Greenville, Ca. 96037. Reg. No. 1440352, 10-1.

FOR SALE: TEN ACRES UNDEVELOPED LAND nr New Hogan Reservoir, 7 or 8 view lots nr Valley Springs, Ca. Best offer. Ben Brooks, 38451 Timpanogas Circle, Fremont, Ca. 94538. Call 415/797-4749. Reg. No. 0421765, 10-1.

FOR SALE OR TRADE: ONE RT GALLON MOTOR GRADER, 1-14 ton tandem Gallon roller; 1 RT Huff loader; 1-4WD cherry picker, 10 wheeler; 1 old time nickelodian piano (works). Call Jared, 415/344-6541 after 6 PM. Reg. No. 1216125, 10-1.

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

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

LOGGING TRUCK FOR SALE: Fifth wheel and attach. PUC No. 1966 Diamond Rio. 335 eng. Jake brake, turbo, gd tires, 5/29 diff., 4+4 trans., alum. frame. Call 415/439-9056. Reg. No. 0413422, 11-1.

FOR SALE: TWO-STORY RENTED DUPLEX, income \$200, R7 lot, owner carry papers, Fresno, Ca. \$30,000. Darrell Grimes, 2360 Pacific Ave., San Francisco, Ca. 94115 Phone 415/567-1306. Reg. No. 1128396, 11-1.

FOR SALE: 69 LONG WIDE FORD pickup bed, gd cond. \$165. V. R. McAlexander, 23 Harryette Dr., Salinas, Ca. Phone 408/424-5193. Reg. No. 0329-155, 11-1.

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

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

FOR SALE: TRAILER 10FT HOLIDAY home self cont 110 & 12 v. elec. & gas equipped heater, stove, dbl sink gas el. ref. hitch el. brakes & ex. sleeps 4. I. Jones, 5330 San Francisco Bl., Sacramento, Ca. 95820. Reg. No. 307308, 11-1.

FOR SALE OR TRADE: 28 FT HOUSE- BOAT twin fiberglass hull, 35 HP Evinrude (elec. start) sleeps 8. Self cont. \$3,000 or trade for 34T pickup. Red Mattox, 754 Marina Blvd., San Leandro, Ca. Call 415/357-7644. Reg. No. 1492867, 11-1.

FOR SALE: TWO CEMETERY LOTS "Pierces-Vallhalla" \$500 cash. Lee F. Kirkman, Box 1254, Oroville, Ca. 95965. Phone 916/533-4025. Reg. No. 0301425, 11-1.

FOR SALE: TWO EUCLID BOTTOM DUMPS, Model 23TDT S/N2160 & 21423; Euclid Model 28 Scraper S/N 24086; Caterpillar Model DW20 Bottom Dump S/N21C16. R. Peatle, 93 Shelley Ave., Campbell, Ca. 95008, phone 408/377-1097. Reg. No. 1036914, 11-1.

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

FOR SALE: ONE-THIRD ACRE, 3BR, 2 Ba. hse w/firepl., w/w carpet, cent. ht., pool, spr. system, mult. unit zone, finished garage. \$35,000. Gillespie, 42349 Barbary St., Fremont, Ca. 94538. Call 415/657-3328. Reg. No. 1437858, 11-1.

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

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

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

FOR SALE: 1961 DETROITER MOBILE HOME 10x55, 3 BR compl. furnished. Awning & skirting. \$4,200. Call 471-2817 in Union City, Ca. Reg. No. 1244993, 12-1.

WANTED: OLD WATCH FOBS. U.S. stamps mint or used before 1935; sterling sil. spoons, sundae spoons with twist handles, figural napkin rings. Describe and price. M. Jones, 4023 Stanley, Pleasanton, Ca. 94566. Reg. No. 0329142, 12-1.

FOR SALE: 580 CASE BACKHOE-DIG- MORE, forklift attach, \$9,500. 450 Case Loader, rippers \$6,750. 5 yd. dump trk 66 STMC V6 \$2,250. 415/589-8252, 1020 Crystal Springs, San Bruno, Ca. 94066. Reg. No. 0841971, 12-1.

FOR SALE OR TRADE: MANTI MOTEL & Cafe, 3 BR home nr Mormon Temple, Ephraim, Utah plus 3 comml. bldgs nr Snow College, N. Clemens, P.O. Box 1, Spring City, Utah 84662. Reg. No. 1238702, 12-1.

FOR SALE: 1903 OLDSMOBILE RE- PLICA, restored, Tiller steering, ideal for adv., parades, fun. Picture avail. James Smith, Box 176, Fernley, Nevada. Reg. No. 0745116, 12-1.

FOR SALE: SEARS 3-BURNER OIL HEATER 130 gal. fuel tank, \$35 or trade for guns or tools. G. B. Hamerschmidt, 4453 S. Bethel, Del Rey, Ca. 93616. Reg. No. 1072423, 12-1.

FOR SALE: 1970 FORD HALF TON PICKUP TRUCK. Long wide bed, gd rubber, 40,000 mi. Will consider trade. Contact Jay Bosley, 415/756-2963. Reg. No. 1296030, 12-1.

FOR SALE: 4 YD A.C. LOADER track 12 ST \$27,500. Pitman Hyd. Boom Truck & trailer \$11,500. 415/589-8252, 1020 Crystal Springs, San Bruno, Ca. 94066. Reg. No. 0841971, 12-1.

FOR SALE: 1965 F350 FORD SERVICE TRUCK, P.T. utility box spec. built, 220 Lincoln welder, pow. & elec. winches, boom, gd cond. W. Anderson, 2301 Napa St., Vallejo, Ca. 94590. 707/644-2617. Reg. No. 0592976, 12-1.

FOR SALE: 1969 HONDA 350 only 4100 mi. stored 2 yrs. just tuned, runs good, beau. shape, lots of extras. James Smith, Box 176, Fernley, Nevada. Reg. No. 0745116, 12-1.

FOR SALE: MARK IV ZODIAC inflatable 15'6" lg 6'3" wide w/12.9 Chrysler outboard, 20 lb anchor 301 mooring chain & buoy. Extras. Call Luke Walker, 415/665-6838. Reg. No. 087129, 12-1.

FOR SALE: JD 200 CRAWLER; Model 93 Backhoe & rippers; 1971 Miller OT24 Tilt-top trailer; 1963 EHV. 5 yd dump w/350 rebuilt eng. \$13,000 takes all. Dom Luiz, 470 Laine St., Monterey, Ca. Call 408/375-1750. Reg. No. 1358571, 12-1.

FOR SALE: 1/4 HP ELEC. PORTABLE 1/2 YD CEMENT MIXER \$50, 3/4" dr. socket set \$20. Rototiller 2 HP \$90. 150 Wright Ave., Morgan Hill, Ca. 95037. Reg. No. 0307911, 12-1.

FOR SALE: FOUR-WHEEL PAVEMENT STRIPPER w/steering apparatus & lg paint pot \$75. 1961 Ford F-600 4x2 w/ext. frame & beavertail for hauling backhoe or up to D-4-D crawler. \$1,250. J. Casperson, Phone 916/481-3650. Reg. No. 1102047, 12-1.

FOR SALE: 56 T-BIRD (collectors item) Portholes, continental kit, orig. paint job. \$3790. Write V. C. Chase, P.O. Box 427, Eagle Point, Ore. 97524. Reg. No. 0935374, 12-1.

FOR SALE: GOODYEAR WIDE TREAD 11-20 tire, under 50 mi wear. \$20. Call 415/665-6838 or 665-6407. Reg. No. 0876129, 12-1.

FOR SALE: 1949 FOUR-WHEEL DRIVE JEEP pickup w/power take off unit, gd motor & tires. J. L. Bledsoe, P.O. Box 795, Sutter Creek, Ca. 95685. Reg. No. 102514, 12-1.

FOR SALE: TWO LEVEL ADJ. WATER- FRONT LOTS, on beau. Clearlake on cul-de-sac w/paved streets, underground util., all improvements. Call 415/834-8253 or 707/894-5727. Reg. No. 0572761, 12-1.

FOR SALE: ANTIQUE BATH TUB w/legs; marble top w/basin "corner" \$100. Ford tractor. Reg. lift, loader, blade, shovels \$650. 150 Wright Ave., Morgan Hill, Ca. 95037. Reg. No. 0307911, 12-1.

FOR SALE: 1970 FROWLER 24' TRAIL- ER. Self-cont., air cond., forced air ht., twin beds, 8 trk stereo, tandem axles. E. T. Day, 916/346-8148. Reg. No. 0870832, 12-1.

FOR SALE: METAL LATHE 10" Logan \$275. Ford 9N tractor \$700. Ford 4 bottom plow 3 pt. \$135. John Corbett, Jr., 1893 Lucerne, Stockton, Ca. 95203. 483-7305. Reg. No. 1208760, 12-1.

Chamber Execs Explain Plan For Embarcadero's Future

SAN FRANCISCO — Representatives of the Greater San Francisco Chamber of Commerce explained a proposal to remove the elevated Embarcadero Freeway and build a new, "essentially underground" freeway combined with special bus lanes between Golden Gate Bridge and a point south of Market St.

Melvin Swig, Chamber vice president for city planning; Edward Lawson, Chamber city planning manager, and James Reese, downtown planning committee chairman, said the organization is asking the board of supervisors to cooperate in studying the feasibility of the idea.

By removing the elevated Embarcadero, they say, the city will be able to develop waterfront areas into public open spaces, including a park in the two blocks between Davis St. and the Embarcadero.

Research is underway to determine possible routes for the

underground bus lanes; cost of construction has been estimated at \$200 million. The freeway would also be limited to the capacity of the Golden Gate Bridge, thus discouraging entry of more cars in the downtown area. By combining bus lanes with the freeway, they say, there is a strong possibility that federal funding could be obtained, "perhaps to 100%."

They added: "Psychological relief should be provided in tunnels by the introduction of light, air and views where possible. In the ventilation of tunnels the possibility of secondary treatment of fumes and a remote exhaust location should be studied."

They also contend that "this proposal is much more than a transportation facility—it goes to the heart of preserving existing neighborhoods and setting the stage for the creation of a truly great waterfront benefiting San Francisco."

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1973 MEETINGS SCHEDULE

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

SEMI-ANNUAL MEETINGS

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

DISTRICT & SUB-DISTRICT MEETINGS

JANUARY

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

FEBRUARY

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

MARCH

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

APRIL

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

MAY

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

JUNE

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

JULY

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

AUGUST

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

SEPTEMBER

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

OCTOBER

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

NOVEMBER

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

DECEMBER

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

DISTRICT AND SUB-DISTRICT MEETING PLACES

San Francisco, Engineers Bldg.,
474 Valencia St.
Eureka, Engineers Bldg., 2806
Broadway.
Redding, Engineers Bldg., 100
Lake Blvd.
Oroville, Prospectors Village,
Oroville Dam Blvd.
Honolulu, Washington School
(Cafetorium), 1633 S. King St.
Hilo, Kapiolani School, 966
Kilauea Ave.
San Jose, Labor Temple, 2102
Almaden Rd.
Stockton, Engineers Bldg.,
2626 N. California.
Oakland, Labor Temple, 23rd
& Valdez.

Sacramento, CEL&T Bldg.,
2525 Stockton Blvd.
Fresno, Engineers Bldg., 3121
E. Olive St.
Ukiah, Labor Temple, State
Street.
Salt Lake City, 1958 W. No.
Temple.
Reno, 124 West Taylor.
Marysville, Elks Hall, 920-D
Street.
Watsonville, Veterans Memo-
rial Bldg., 215 Third.
Santa Rosa, 3900 Mayette.
Provo, Eldred Center, 270 West
500 North.
Ogden, Teamsters Hall, 2538
Washington Blvd.

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Time
Running
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& SUB-DISTRICT MEETINGS

DECEMBER

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

Business Offices and
Agents Phone Listing

DISTRICT 01—SAN FRANCISCO

Dispatch Office:
470 Valencia Street 94103
(Area 415) 431-5744
A. J. "Buck" Hope, Dist. Rep. 902-1182
Don Luba 502-6871
Bill Parker 359-1680
Fran Walker, Trustee 398-9357
Walter Norris 447-5108
Richard Wiegell 408/258-2404
Jerry Martin 368-3326

DISTRICT 02—SAN RAFAEL

76 Belvedere Street 94901
(Area 415) 454-3545
Al Hansen 479-6874

DISTRICT 03—SAN MATEO

1527 South "E" 94402 (Area 415) 345-8237
Bill Raney 368-5690
Dick Bell 359-6867

DISTRICT 04—VALLEJO

404 Nebraska Street 94590
(Area 707) 644-2067
Aaron S. Smith 643-2972
Lee Adams 644-0893

DISTRICT 20—OAKLAND

1444 Webster Street 94612
(Area 415) 893-2120
Bill Relford, Dist. Rep. 451-2103
Guy Jones 525-5055
Herman Eppler 278-7986
Ray Morgan 444-4486
John Norris 825-4877
Ernie Louis 828-7399
Ron Butler 686-0653
John Rodgers 465-9290

DISTRICT 30—STOCKTON

2626 N. California 95204
(Area 209) 464-7887
Walter Talbot, Dist. Rep. 477-3210
Al McNamara 464-0708
Elvin Balatti 948-1743

DISTRICT 31—MODESTO

401 H Street 95354 (Area 209) 522-0883
Bob Sheffield 522-2262

DISTRICT 40—EUREKA

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

DISTRICT 50—FRESNO

3121 East Olive 93702 (Area 209) 485-0811
Claude Odum, Dist. Rep. 439-4052
Bob Merritt 734-8896
Harold Smith 222-8333
Randall Chase 486-2681

DISTRICT 60—MARYSVILLE

1010 Eve Street 95901 (Area 916) 743-7821
Harold Huston, Dist. Rep. 742-1726
John Smith 743-6113
Alex Cellini 742-4395
Dan Senechal 673-5796

DISTRICT 70—REDDING

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

DISTRICT 80—SACRAMENTO

8500 Elder Creek Road 95828
(Area 916) 383-8450
Ralph Wilson, Dist. Rep. 961-2880
Al Dalton 622-7078
Al Swan 487-5491
Mike Womack 933-0300
Dave Rea 624-3241

DISTRICT 90—SAN JOSE

760 Emory Street 95110
(Area 408) 295-8788
Bob Mayfield, Dist. Rep. 926-0103
Mike Kravnick 266-7502
Jack Curtis 476-3824
Jack Bullard 476-1962
Tom Carter 779-3863
Bob Fleckenstein 449-0028

DISTRICT 10—SANTA ROSA

3000 Mayette 95405 (Area 707) 546-2487
Russell Swanson, Dist. Rep. 545-4414
Robert Wagnon 539-2821

NEVADA

DISTRICT 11—RENO

185 Martin Avenue 89502
(Area 702) 329-0236
Dale Beach, Dist. Rep. 882-6643
Lenny Fagg 635-2737
Ian Crinklaw 867-3463
Paul Wise 882-3457

UTAH

DISTRICT 12—SALT LAKE CITY

1958 W. N. Temple 84103
(Area 801) 328-4946
Tom Bills, Dist. Rep. 255-6515
Wayne Lassiter 487-2457

DISTRICT 13—PROVO

125 E. 300 South 84601
(Area 801) 373-8237
Lake Austin 374-0851
George Morgan 896-0081

DISTRICT 14—OGDEN

520 26th Street 84401
(Area 801) 899-1139
Rex Dougherty 621-1169

DISTRICT 17—HONOLULU, HAWAII

2305 S. Beretania 96814
(Area 808) 949-0084
Harold Lewis, Dist. Rep. 395-5013
Wilfred Brown 455-9466
Wallace Leon 941-3456
Gordon McDonald 488-9876
Bert Nakano (Hilo) 968-6141
Valentine K. Wessel (Hilo) 935-6187

DISTRICT 06—GUAM

William Flores 749-2400
Mike Pope 746-4586
Virgilio Delin 746-4586
Tom Zink 746-8016
P. O. Box E-J 96910 749-9064
Eustaquio Punzalan 749-9064

Credit Union Notes

Earning Money Is Only
Half of Provider's TaskBy JAMES "RED" IVY
Credit Union Treasurer

The changing of the year is upon us again. Traditionally a slack time in our trade, this is the season for contemplation of the past labors and of planning for the future. Working as an Operating Engineer requires a mixture of hustle, skill and hard work. The successful Operating Engineer puts a tremendous amount of time, mental effort and physical energy into performing his job well.

These days earning the money to provide for your family is only half the task of the provider. Managing your money to obtain the most value from a hard won income is an equally important part of your responsibility. That is the reason for the creation and continued operation of your Local 3 Credit Union. Just as your union provides a cooperative framework within which to earn a living, so the Credit Union offers a unique opportunity to manage your income to enhance your family's financial well being.

Let us examine the elements of your Credit Union. It is a cooperative financial institution funded solely with the share deposits of brother operating engineers, directed and managed by brothers and limited by law to doing business only with its members. When you borrow from your Credit Union, you get a loan at very competitive rates and your interest goes to pay dividends on your shares and those of your brothers.

In times of financial difficulty, with whom would you rather work out alternative payment plans—a commercial lending institution, or your brothers on the Credit Committee?

Consumerism is a concept that we hear more about each day. In its simplest form, it is the working man's demand for a reliable product or service at a fair price. What does a Credit Union have to do with consumerism? Almost everything a Credit Union does is aimed at providing a fair market for monetary transactions for the small and medium amounts of credit borrowing required by the individual consumer. With many products or services, there are always differences of opinion and preference, such as between the various makes of new automobiles. However, when the item in question is money, well, the finance company and your Credit Union offer an identical item, U.S. currency. If you borrow money or accept financing without comparing ANNUAL PERCENTAGE RATES of interest, repayment terms and insurance provided, you are probably wasting your money and not fulfilling your responsibility to yourself and your family.

There are other less obvious, but equally important benefits to you when borrowing from your Credit Union. Take the common example of financing a new pick-up truck. If you wander into a large dealership and allow the salesman to refer you to a large bank to do your financing, whose interest do you think the bank is going to take care of? Obviously, the bank will make the loan in cooperation with the dealer, even if the price of the truck is high by the lender's standards. The same loan processed through your Credit Union will receive the individual attention of our loan examiner, who will compare your deal with the Kelley Blue Book wholesale and retail recommended cost for the same unit. If the deal is out of line, we will advise you of this before paying the dealer anything. We represent your interest.

As banks and commercial lending institutions become larger and more impersonal with the passing of each year, doesn't it reflect favorably on your good judgment when you plan your future with your brother engineers at Operating Engineers Local Number 3 Credit Union? Let your Credit Union be your "financial home."

Season's
Greetings

From Your Credit Union