

# Marr Named Assistant Business Manager

## High Court Supports Workers' Job Rights

### Upholds NLRB Decision On Federal Appeal

The United States Supreme Court has laid down new strong protections for the job rights of workers who have been fired in unfair labor practice cases.

The Court unanimously upheld a ruling of the National Labor Relations Board reinstating with back pay four workers who had been fired for refusing to cross a picket line.

The case involved four members of the Teamsters Union employed by International Van Lines in Santa Maria, California, in October of 1967. The Teamsters were engaged in an organization drive, a strike was called and picket lines were set up. The four refused to cross the lines and were fired.

**AT ISSUE** was their status, either as "economic" strikers, or as "unfair labor practice" case strikers.

In the event that they were purely "economic" strikers, they could have been replaced by new "permanent" employees of the company. If they were "unfair labor practice" strikers, they could not be replaced.

The NLRB decided that they had not been permanently replaced and that the company's action in firing them therefore constituted an unfair labor practice in itself. The U.S. Court of Appeals in San Francisco reversed the NLRB and the case was taken to the U.S. Supreme Court.

**IN WRITING** the Court's unanimous decision, Justice Potter Stewart held that unconditional reinstatement of the four workers "was proper for the simple reason that the strikers were the victims of plain unfair labor practice by their employer . . . The discharges themselves were a sufficient ground for the Board's reinstatement order."

Justice Harry Blackmun concurred with the decision, but wrote a separate opinion in which he warned against too broad an application of the decision to other cases. Blackmun said there might be other justifications for firing an economic striker—other than permanent replacement—but he did not elaborate on what those other justifications might be.

### Kaiser Gets Million Dollar Barge Order

Kaiser Steel Corp. has received an order from Foss Launch & Tug Co., affiliate of Dillingham, to build two sea-going flat deck container barges for service between Seattle and Alaska, it was announced recently.

To be completed in the spring of 1973, these million-dollar American Bureau of Shipping class A-1 barges will each be 76 feet wide, 286 feet long and 17 feet deep.

The Foss barges are to be constructed in two longitudinal sections at the company's Napa plant, and from there the sections will be towed to the San Francisco Bay Area where they will be joined together.

"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. 3 No. 2

SAN FRANCISCO, CALIFORNIA

40

February 1973



EIGHT INCH CLEARANCE with a 12 degree grade this 80 foot long, 23 ft. diameter steel liner at New Melones main diversion tunnel. was a task solved by Bigge Drayage to position

**T. J. "Tom" Stapleton, Recording - Corresponding Secretary has announced that the deadline for Local Union No. 3 Scholarship Awards has been extended to March 15th, 1973. Applications should be returned as soon as possible and the union officer pointed out that since applications for the scholarship awards are much fewer this year than in years past, chances for students seeking scholastic aid to take one of the top awards are much better. Details appeared in past three issues of Engineers' News.**

### \$5 Million Dam Plan Announced By Utilities Men

Oakland—The East Bay Municipal Utility District this week announced plans to construct a "piggy-back" dam to be built next to an existing structure in the Oakland Hills.

The downstream dam modification will be built adjacent to the existing upper San Leandro Dam which was found to be susceptible to damage in the event of an earthquake equal in magnitude to the 1906 San Francisco shake.

The project should cost about \$5 million and contemplates completion of design by March 1974 with completion of construction by October 1975. Downstream modification was selected over other options because of engineering costs and environmental considerations.

### Tight Squeeze In Positioning Demands Super Special Skills

**SONORA** — Last steel liner 80-foot section has been placed in position in the main diversion tunnel at the New Melones Dam site near Sonora by Bigge Drayage Co., San Leandro.

The 23-foot diameter "can" was the last of such units to complete the main barrel of the tunnel at the Corps of Engineers project on the Stanislaus River.

The tunnel's first function will be to divert the Stanislaus River around the site of the 1,560-foot long rockfill dam while under construction. Then the tunnel will feed water to the new power plant. Its third major task will be to put irrigation water back into the Stanislaus below the dam.

Curved steel plate was hauled on a specially designed trailer by Bigge Drayage Co. from the South San Francisco plant of the American Bridge Division of U.S. Steel to the field fabrication facilities two miles from the tunnel site.

The pieces were welded together into 80-foot long, 23-foot diameter sections weighing 170 tons each. A specially designed heavy hauling unit then moved the giant can over the road to the site. The width of the unit allowed only eight inches of clearance on either side between wheel and curb. The wheels were steered hydraulically, and outrigger dollies with eight wheels on the rear bolster helped to stabilize the load.

At the mouth of the tunnel, the Bigge crew carefully controlled positioning. Each bolster, supported by jacking rams, also had a cylinder for steering the dollies. A "slewing" cylinder

provided for lateral positioning six inches either side of center. By differential jacking, the heavy liner could be rotated about its central axis to an exact orientation.

Balance was critical at all times, particularly when the outrigger wheels were removed at the mouth of the tunnel. A plumb-bob, swinging from the top of the liner, gave a constant visual check on side to side movement. Welding equipment and scaffolding were already inside the section, mounted on wheels and ready to move to the joint to weld the unit to the previous section.

Movement inside the tunnel was complicated by two things. First, it was necessary to negotiate a short 12 per cent grade ramp, possible only with an all-wheel drive tractor manufactured for Bigge's heavy hauling division. Then, in some portions of the tunnel, 6-foot diameter

See More TIGHT SQUEEZE Page 11)

### TREASURE HUNT

Anyone having back copies (1959 through 1965) of the Engineers News could be of great assistance to their union. We find these missing editions are not available from our regular file sources. If you have, or know of any members who have copies of any editions of the Engineers News published in 1959, 1960, 1961, 1962, 1963, 1964 and 1965, please send them to Engineers News, 474 Valencia Street, San Francisco, Cal. 94103, Attention, Ken Erwin.

### E. Board Gives Clem's Decision Major Support

By KEN ERWIN  
Managing Editor

Business Manager Al Clem, sixth international vice president of the International Union of Operating Engineers, AFL-CIO, and recently reelected to an unprecedented fifth term as business manager of his local union, has announced the appointment of Dale Marr, Vice President and Director of Safety, to the position of Assistant to the Business Manager.

In making the announcement Clem said, "The Local Union No. 3 Executive Board has given

its overwhelming support to the selection of Dale Marr to serve the membership in this important and vital appointment. They, and I'm sure the general membership agrees, are only too well



aware of the increased responsibilities that face today's labor leadership and the constant demands that are placed on their time. It is essential to the benefit of the members that some of the arduous duties of decision-making and leadership be shared with those who have the background and experience as well as the proven dedication to the overall good and welfare of this local union."

Clem pointed out that the appointment of Marr would assure the continuity of the many important programs Local Union No. 3 has undertaken to improve the benefits of all the membership of "not only this local union but also those innovative programs that Local 3 has initiated that have helped operating engineers throughout the world."

Marr has been vice president since 1964 and prior to that served as business representative and safety director for the union. Marr also served on the By-Laws Committee that drew up the governing rules for the operation of Local Union No. 3. His special duties in recent years have been in the fields of safety, training and negotiations and he is much in demand nationally as a speaker on safety and other union topics. A 32-year member, Marr began working in construction in 1942 in Oakland, California and was educated in engineering and safety while running heavy equipment on various construction jobs.

In accepting the appointment Marr said, "Business Manager Al Clem, the Executive Board and the rank-and-file membership have asked the 'big question' and I believe that with the expertise and guidance of one of Labor's great leaders, Al Clem, I can make an even greater contribution to Local Union 3 in particular and the

(See More MARR NAMED Page 2)





## Collectively Speaking with Al Clem

We need not tell you that the dispatch picture in the latter part of January and for February was extremely bleak, but of course we are hopeful the weather conditions will improve and the coming season will be a good one for all the members of our Union.

We would like to urge you to cooperate with the District Representatives at the different committees set up in the various areas and to attend the meetings where the determination will be made whether a project will either go ahead or be stopped by the ecologists and the bird watchers, also the politicians who listen to what they have to say. We urge you in all sincerity to attend these meetings and if the project is of benefit to the community, add your voice to those who are in favor of seeing it go ahead.

From what we can find out, we think the people of America are beginning to awaken to the need faced by the people. As I have said before, I am sure the members of Local 3 are for clean air, clean water and decent transportation, but we are not stopping progress in this country.

Most of our time has been taken up conferring with various government officials on this most important subject. We are of the opinion that our collective voices have begun to be heard, at least we hope so. I am sure that with the help of the members of Local 3, working with their Officers as a team as we have in the past, we will continue to make progress. It seems that the problems of the labor movement are increasing as each day goes by.

Many of the old-timers are retiring and taking advantage of the pension, enjoying their retirement in comfort. It is to this group that we would like to make a special appeal, that you become involved, for the record shows that when we become involved we attain results.

Our hiring halls are being attacked, not only by people on the outside, but I am sorry to say, by some of our own members. We are doing our utmost to operate the hiring halls in a fair and equal manner, so that everyone has a fair chance of work opportunities. If you have a case where you think this policy is not being adhered to, we would like to hear from you direct, but please, don't be like some people who write us unsigned letters, stating what could or could not be the facts. Give us the facts and we will, as we have in the past, see that any violations are corrected immediately.

It is those people who run to the courts that cost us, the dues payers, money, for we must defend our Union from all attacks, not only from within, but from the disgruntled politicians on the outside.

I repeat to you, as I have many times in the past, that traveling throughout the United States, and being privileged to serve you on the General Executive Board as a Vice-President, your Union is one which has the respect of the rest of the labor movements throughout America, as well as the Employers.

I attended the General Executive Board meeting which was held in Miami, Florida, where the Executive Board of the Building Trades and the AFL-CIO of the Metal Trades are now in session and was privileged to talk to the representatives in other local Unions throughout the United States and find their problems are in many instances parallel to ours.

Work is slow, weather has been extremely bad, but more generally what concerns you most is the fact there are so many jobs that are now being let to non-union contractors.

Fortunately, up to this time, with the help of the brothers working with the Business Agents, we find this type of situation is very minimal in the jurisdiction of Local 3.

You will note that the method of obtaining emergency vacation pay withdrawals is being reconstructed. It will only be necessary for you to pick up a card, fill it out and mail it to the Trust Fund Office at 209 Golden Gate Ave., San Francisco, Ca. 94102, and a check will be mailed to you direct. The rules as set forth on the card must be adhered to, this for your protection, in order that no one else can obtain the money that rightfully belongs to you. We will run a sample of the card and additional information in the next issue of Engineers News.

During the past month I was privileged to attend the Engineering, Grading Contractors Association conference, a two day session which was held in Monterey, California. It

(See More COLLECTIVELY SPEAKING, Page 3)

## 'Can Spring Be Far Behind?'

# Rain Still Curtails Work In San Jose

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

By **ROBERT E. MAYFIELD**

As is the case in most areas of Local No. 3, "Old Man Winter" is the key to the downfall of what work that was in progress or was to have started. As of this writing at least, we are slightly over half way of what would be considered the rainy season. For purposes of illustrating what a wet, soggy situation exists, over 14 inches of rain have already been recorded in this first half season, where as in all of 1971, only slightly over six inches fell. However, due to that dry winter, critical water shortages and dry reservoirs existed everywhere. There were high fire dangers in all mountain areas, as well. Rain, we all know, is necessary, and without water life can't exist, and if we have to have it, now is certainly the proper time.

As everyone has by now certainly read, the President has lifted his wage, price controls for some segments; but for the construction industry, very tight guidelines are still existent and in full effect. At this writing, none of the major contracts where increment raises or fringe benefits were already to have gone into effect on 1-1-73, as previously approved by the pay come effective.

These difficulties in our industry are an indication of the difficulties your officers and negotiating committee are apt to incur in up-coming contracts during this next summer. Most major contracts will either have wages opening this next summer or in some cases, the entire contract will have to be negotiated. It would be best not to get your hopes too high for a large wage raise, due to the fact that the Building and Construction Trades crafts seem to be a target of the President.

As was reported a few months ago, it was probable that a large entertainment center on the line of another Disneyland called Fess Parkland might be built. According to a newspaper statement made recently, the financial backing had been completed by a Washington, D.C., based corporation and expected to get started as soon as planning can be completed. According to the same article, initially, the spending on construction of this fun center would total around \$40 million.

Hopefully, also by press time, at least two stretches of the Inter-state Highway Systems, one in Santa Clara and one in Santa Cruz County, will have been opened. At the end of January, a pipeline job will have been let in the City of San Jose. This is one of the better and bigger jobs to have been let in this area for some time, and low bidder should be in a bracket of around \$2.5 to \$3 million.

By **TOM CARTER**

The opening of a 10-mile stretch of new Highway 101 by-



Robert E. Mayfield

pass between Gilroy and Morgan Hill has been delayed by the State Division of Highways. The roadway was scheduled to be opened in January. A spokesman for the division said none of the new freeway will be opened until April, when construction of the entire 14 miles which includes the section through Gilroy is completed. At that time, Cochran Road will become a temporary State highway between the existing Route 101 and the new bypass until the next section of new freeway to the north is completed.

The new bypass will allow through traffic around Morgan Hill and Gilroy, which is now the scene of much congestion.

The Division's 1973-74 budget includes funding for reconstruction of the old Monterey Highway through Morgan Hill, San Martin, and Gilroy.

By **JACK CURTIS**

In the southern part of District 90 work is slow. There are several jobs coming up for bid.

About one-half mile of Route 17 in Santa Cruz County is scheduled to be widened to provide a six-foot painted safety median between opposing directions of traffic. The State Department reported that bids on the project will be opened Feb. 14 in Sacramento and the work would then begin. The area involved will be from the Glenwood cutoff to Laurel Road, 1.8 miles north of Scotts Valley.

Another project that will start this spring is the Convention Center at Lighthouse Point. Hilton signed a lease for the \$5 million, 200-unit hotel. The Convention Center complex will occupy a 37.6-acre site off West Cliff Drive. In addition to the hotel and convention hall, the project will include an 18,000-sq. ft. shopping village, apartments, and offices. Estimated total cost of the project is \$25 million.

Bids will be opened in February on the Robb Ray Junction Freeway. This project will be a good earth moving job and should put quite a few of our brothers to work. Most of the work has been shut down due to the weather conditions.

By **ROBERT FLECKENSTEIN**

Central Coast Pipeline has two jobs going in Marina with Edward Foust running backhoe and Joe Turley doing the oiling. They have Jim Shaw pushing job. Floyd Fleeman has a couple of small jobs going on in and around Salinas. They just finished up on their street job in Sand City.

Granite Const. has a lot of little jobs going on throughout the area. They have one street job going on in Monterey that's keeping a few Brothers busy. They

also had some work up around Marina that kept a few Brothers going with Jerry Blair pushing the job.

The Equipment Dealers in the area are still able to keep their mechanic working 40 hours a week. Quinn Tractor in Salinas is real busy. Gabilan Iron in Salinas started picking up again.

We would like to wish a speedy recovery to Clarence Clart with Concrete Services after a mild heart attack. We talked with him the other day and he was feeling fine and hoped to be back to work soon.

We've had quite a few town meetings throughout the area for the Brothers to learn more on pension, health & welfare, the various contracts they work under, the working conditions as they are now, and how the future looks in the construction field.

The work in the area for the next year looks pretty good. We will still have problems with the bird watchers and the environ-

(See More SAN JOSE, Page 4)

## Marr Named

(Continued from Page 1)

labor movement in general. I will do my very best to merit the honor and confidence of all those that have helped to bring me to this position of great trust and responsibility."

Besides membership in church and community groups, Marr is on the Governor's MDTA Committee for Northern California; San Francisco Chapter of the American Society of Safety Engineers; Vice Chairman of the Labor Section of the National Safety Council; California Joint Apprenticeship Committees; State Advisory Council on Occupational Safety and Health and a member of the 100-man Executive Committee of the Construction Section of the National Safety Council. He also serves on the various union-management trusts of Operating Engineers.

The new Assistant to the Business Manager was born in Oregon in 1917 and has been married to the former Nellie Durham of Portland, Oregon for 35 years. The Marrs have one daughter, Mrs. Carla Atkinson of San Jose and two sons, Jerry, aged 34 of San Jose and Bob, 25, a five-year member of Operating Engineers Local Union No. 3. The Marrs reside at 1275 Aspen Drive, Pacifica, California and enjoy golfing and fishing together, while Mrs. Darr is a gifted seamstress and gardener and Dale excels as chef nonpareil for groups of twenty-five or more.

## ENGINEERS NEWS

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



Published each month by Local Union No. 3 of the International Union of Operating Engineers (No. California, No. Nevada, Utah, Hawaii, Guam.)—Subscription price \$2.50 per year. Office: 474 Valencia St., San Francisco, Calif. 94103 Advertising Rates Available on Request

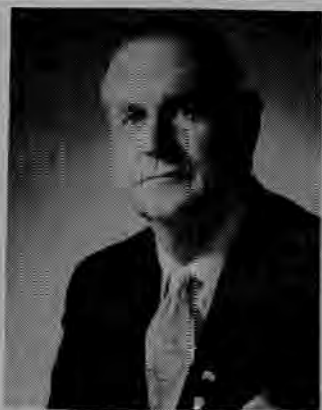
**AL CLEM**.....Business Manager and Editor  
**DALE MARR**.....Asst. Bus. Mgr. & Vice-President  
**PAUL EDGEcombe**.....President  
**T. J. STAPLETON**.....Recording-Corresponding Secretary  
**A. J. HOPE**.....Financial Secretary  
**DON KINCHLOE**.....Treasurer  
**KEN ERWIN**.....Managing Editor

### ENGINEERS NEWS

Published monthly by Local Union No. 3 of the International Union of Operating Engineers, 474 Valencia St., San Francisco, Calif. 94101. Second class postage paid at San Francisco, Calif.



## On The Safety Side



BY DALE MARR

Assistant Business Manager

Vice President & Director of Training & Safety

A national organization of construction equipment men is calling for re-doubled efforts on the part of the industry-at-large to meet deadlines for safety device retrofitting of various machines.

By April 1, an estimated 20,000 units of earthmoving equipment manufactured between January 1 and August 31, 1972 are required to have rollover protection structures (ROPS) mounted on them in order to continue working on construction.

Construction Safety Regulations under OSHA, the Occupational Safety & Health Act, have required these devices on new machines since Sept. 1. It is these same OSHA regulations which declare the April 1 deadline for retrofitting of the initial group of existing machines—that is, those made between last January and the end of August. Some of these machines, says Associated Equipment Distributors headquarters in Oak Brook, Ill., have no doubt already been equipped. But AED estimates that the majority have not.

The equipment distributor association feels it may be difficult for ROPS suppliers to furnish the units and doubly difficult for distributors and contractors to install the number of units required in the short time left unless "everyone gets moving pretty quickly."

AED reports it recently made a study showing that distributors in some areas are already experiencing difficulty in obtaining ROP's devices for new equipment. Thus, as larger numbers of older machines fall under retrofit requirements, these problems can be expected to compound.

Equipment affected by the aforementioned regulations include rubber-tired self-propelled scrapers; rubber-tired front-end loaders; rubber-tired dozers; wheel-type agricultural and industrial tractors; crawler tractors; crawler-type loaders; and motor graders—with or without attachments—that are used in construction work.

Under the OSHA regulations, existing machines will be required to have ROPS installed according to the following schedule:

Machines made between Jan. 1, 1972 and August 31, 1972 must be retrofitted by April 1, 1973; between July 1, 1971 and December 31, 1971 by July 1, 1973; between July 1, 1970 and June 30, 1971 by Jan. 1, 1974; between July 1, 1969 and June 30, 1970 by July 1, 1974.

Units manufactured prior to July 1, 1969 are not covered at present, according to the report from AED.

## Fifty Deaths A Day

Imagine if you saw a headline every day—"50 workers killed by industry noise, dust, fumes, chemicals." You and everybody else would complain about this daily carnage. This is twice the number who die from highway accidents, and is based on the 100,000 deaths from occupationally-caused diseases each year. Experts inside the National Institute for Occupational Safety and Health (NIOSH) believe the 100,000 deaths to be a very conservative figure. And our 50 deaths a day is based on figuring 2,000 work hours in a year for a person on a 40 hour week.

## Compensation For Job-Connected Illness

The company said they were just colds. Well, maybe a touch of pneumonia. But the workers had a hunch it was something much worse. And they were right. As Lou Beliczky of the United Rubber Workers tells the story, \$1 million was divided among 32 workers in Eau Claire, Wisconsin—after a University of Wisconsin scientist made a determination that a chemical on the job was causing lung damage.

Another compensation lawyer we know is assisting workers whose plants have shut down in filing for workmen's compensation cases for loss of hearing, lung damage, and back injury.

Like the human depletion allowance proposed by Senator Mansfield and Aiken. In Pennsylvania, a group of Steelworkers have won compensation awards for lung damage suffered by coke oven workers. Look for a lot of action in this kind of compensation case curing the next few years.

## More Collectively Speaking

(Continued from Page 2)

was a very constructive conference and at the open sessions we were able to attend, they had some interesting speakers. We know that they, as well as the Union, have their problems.

I would like to take this opportunity to thank all of you who filled out the questionnaire recently mailed to you. They are now being evaluated and we are getting ready to prepare the agreements for the coming negotiations. To those of you who did not return the questionnaire, we would appreciate your doing so. While we have had extremely good returns, there are many of these cards still outstanding and we would like to have as large a percentage of returns as possible.

# Federal Men See Highway Boost

Washington, D.C.—In a full recapitulation of 1973 highway income and anticipated expenditures, the U.S. Dept. of Transportation recently indicated that federal, state and local government agencies will have \$22.3 billion available for all highway purposes during that calendar period.

DOT says highway spending for construction (excluding rights-of-way and engineering) are expected to top \$10 billion this year compared to \$9.8 billion in 1972. This 1973 outlay will constitute 81 per cent of total capital spending. Right-of-way will account for over \$1.3 billion for 10 per cent and preliminary and construction engineering is figured at another

\$1.1 billion for the balance.

The 1973 estimate shows that receipts for highways for all units of government should reach \$22.9 billion supplemented by \$1.9 billion from bond sales for a total of \$24.8 billion. Redemption of bonds plus interest will bring the total back down to \$22.3 billion for improvement, maintenance and administration.

Congressional failure to enact a highway authorization bill last year left the industry in temporary chaos.

There have been assurances that money for the program for the critical years ahead will be given consideration early in the present Congress and meanwhile, the DOT received authority from the Office of Manage-

ment and Budget to soften the restrictions pertaining to state programs. These limited the funds in each category which a state could obligate for a single year and receive reimbursement. And the criteria applied even though the states had unobligated funds from previous years or had been allowed to draw in advance on Interstate funds for the following year.

But the OMB sanctioned grant exemptions to the categorical limits so states could see excess money in one category to extend their programs in another. Only restriction here is that the states, in doing this, must not exceed the total of their categorical limits for the year.



TWO 40-TON ERECTION TRAVELERS are busily engaged in changing 194 suspender cables on the Golden Gate Bridge under contract with Allied Structural Steel Company and it is a very complicated and precarious job. At top left Local 3 Brother Les Branden operates the reel machine at the north end of the bridge while the specially

engineered erection traveler is shown in operation at right. In the lower left photo jacks and temporary cables are used while changing suspension cables, while at right is another view of the erection traveler working on the north end of the bridge. Brothers Miles Moore and John Gilmore are on the tuggers.

## Golden Gate Bridge

## Is Getting Steel Cable Face-Lifting

By BILL PARKER

Allied Structural Steel Company's Industrial Division has commenced work on one of the most interesting projects in its long history.

It involves a contract with Golden Gate Bridge, Highway and Transportation District in California for extensive repair work on the famed Golden Gate Bridge.

The contract involves the replacing of 194 suspender ropes, replacing retainer castings on the top chord and the weldment connections of the suspender ropes to the bridge at 94 panel points, along with the repairing of several floor beams.

The 194 suspender ropes represent almost 50 per cent of those in the entire structure.

The suspenders, which are 2 3/4 inches in diameter, vary in length from 44 feet to 975 feet.

The longest one weighs nine tons. Altogether the 194 ropes have an aggregate length of 81,500 lineal feet. Each suspender has a breaking strength of 680,000 pounds.

One of the first things required in performing the contract was to design and construct two erection travelers from which the work could be done. Allied had Earl & Wright, consulting engineers of San Francisco, design the travelers. Each of the 40 ton travelers were

fabricated at Allied's Clinton, Ia., plant.

The erection traveler will ride on the two main cables of the bridge which are 90 feet center to center. In order to prevent any damage to the cables the wheels of the travelers are constructed of wood and are lined with neoprene. Wire ropes 1 1/2" are connected to each side of the bridge tower and brought down to the erection traveler. The propulsion of the traveler is accomplished by jacking on the wire ropes with 100 ton capacity center hole jacks.

The procedure that is followed in replacing a suspender cable is to first install temporary saddles on the three-foot diameter main cables of the bridge. Temporary suspender ropes are then hung off the saddles. A jacking beam system is then attached to the temporary suspender ropes and also the upper chord of the stiffening truss. Then by utilizing 100 ton jacks the load of the bridge is transferred from the existing suspender ropes. Once the load has been taken off the old rope it is hoisted up and supported on a wheel on the traveler.

A special low boy trailer has been rigged with two reel stands powered by a gasoline engine driven hydraulic motor. Each reel is eight inches in diameter and 70 inches wide. One of the

reels will hold the new cable and the other reel is to hold the suspender cable that is being replaced.

The next step in the procedure is to connect the new suspender cable to the one it is replacing. Then the motor on the low boy will pull the old cable down and reel it up while at the same time the new suspender is being lifted up to the traveler. Once the new suspender has been raised it will be installed by reversing the procedure used to remove the old cable.

The Golden Gate is a six lane bridge between San Francisco and Marin County on the north. As might be expected it is an extremely busy artery. During the peak traffic periods it will carry 7,200 vehicles in one direction in one hour. Allied's contract permits one lane of traffic to be closed between 10:00 a.m. and 3:00 p.m. Because of the tremendous amount of traffic Allied has let a contract with a private concern to perform the flagging services.

Ken Upton is Industrial's superintendent on the project. Ken's previous assignment was superintendent for erection of the Mississippi River Bridge at Vicksburg, Miss. Pat Casey and Dale Brodin, who were foremen at Vicksburg, also are with Ken in San Francisco.



# Work Stays At Steady Clip In Silver State

By DALE BEACH, District Representative; LENNY FAGG, Business Representative;

IAN CRINKLAW, Business Representative and PAUL WISE, Business Representative

NEWS FROM THE "SILVER STATE," NEVADA—The work picture for '73 in Nevada looks like another good year. Unlike our brothers to the West, we haven't suffered from the "feast or famine" cycle that accompanies the construction industry in so many areas. Due to our size, we are usually



the last to be selected as a target by the anti-construction groups. The ecologists seem interested in Nevada now and we hope to use some of the experience we have gained from our brothers in California to combat some of their most ridiculous demands. We all want a healthy environment to live in, but not at the cost of starving to death from lack of work.

We recently pre-jobbed with A. Teichert & Son the \$5.5 Million I 80 job from Keystone to Sparks. They plan to start work by March 1st and put to work about 15 engineers. Holcomb Construction has a sub-contract for concrete work.

The subdivision and street work here in Reno is in "on" and "off" status, depending on the weather conditions.

Just a reminder—we dispatch from 7:00 A.M. to 5:00 P.M., Monday through Friday, so if you're getting close to the top on the Out-of-work list, please stand by the phone or leave another number with the Dispatcher so he can contact you.

The situation job-wise in Eastern Nevada is about the same as the rest of the jurisdiction of Local No. 3—very slow. This is partially due to the bad weather.

A Pre-Job Conference was held in Salt Lake City on January 9, 1973. This is for an I.T. & T. Cable that will eventually run cross-country. The cable will run from Bingham City, Utah to a point near Dinner Station, Nevada. Work has begun on this project in Utah, and they will probably be near the Nevada-Utah Stateline by press time. The contractor is Santa Fe Curran, and they will be working under the International Pipeline Agreement. Eventually, when this job is in full swing, they expect to employ approximately 20 Local No. 3 brothers.

A Pre-Job Conference was held January 5th on the remainder of the Nevada section of the I.T. & T. Cable. The contractor on this one is W. M. Lyles Co. out of Fresno, California. This contract will be worked under the Nevada AGC Master Agreement and will employ approximately 18 local brothers.

On both these jobs, the conduit will be plowed in with a Kelly Ripper with a D-9 ripping out ahead of the cable cat. Most of the cable will be ripped in with this method, however, there are spots, mostly near the stateline, where drill and shoot will be necessary.

The Lockheed project at Carlin is making progress. They are underground about 300 feet or a little less than one quarter of the total distance, expecting to "hole through" in late April.

Jack Parsons Construction Co. is shut down at their Pequops

job, but have picked up about two to three weeks work in Elko, and if the weather isn't too severe, expect to start their crushers up at Pequops in the middle of February.

Here it is February, and the work picture is still not something to write home about. Things are starting to look up somewhat, with a few good jobs starting to get underway—weather permitting.

Pacific Western out of Fresno, prime contractor, and Eastco of Redding, California, the sub, are doing fairly well with their \$1.8 Million Kingsbury Pass job moving along after a slow start. These contractors are keeping around 25 hands busy with no stoppage for weather.

Down at the foothills of Kingsbury Pass and to the north is Jacks Valley with Engineers Ltd. staking out an 80-acre lot subdivision which should break anytime—against the weather is the factor here.

Heading north, Helms picked up the \$130,000 job for streets, underground etc. for Laxalt Estates in Carson City, with Creegan-DeAngelo doing the boundary and grade staking.

Douglas Construction should be moving dirt on the first phase of the Topaz Lake Subdivision at approximately \$1,000,000 to start the streets, underground, small earth dams, etc. The overall cost should be in excess of \$5,000,000 when completed.

Mac Sween is negotiating for approximately a 40-acre subdivision mobile home park at Highway No. 395 and Highway No. 3 Intersection near Topaz Lake.

Del Webb is going strong at Lake Tahoe Stateline on the Sahara expansion as is Continental Heller on Harrah's new 16 Story Hotel. MacSween Douglas hasn't lost any time on their Harveys Inn expansion project either.

Johnson & Mapes are moving slow on the Raley's Shopping Center at the "Y" at South Shore, Tahoe.

Nielsen-Nickles picked up the \$5,000,000 "Powder Horn" Condominium subdivision in Heavenly Valley, with Douglas MacSween the sub. This looks like another pretty good job for a few of our engineers on the "out of work list."

Contri Construction hasn't started up any of their work around the Lake; they have moved into the Sparks area with some work for our good brothers.

Murchison Const. at North Star Project just southeast of Truckee, has not let the weather stop them—they just keep plugging along.

Sub-Terra should be started up anytime with their \$250,000 sewer and water job in Squaw Valley.

It was very gratifying to see so many brother engineers from Nevada at the Semi-Annual Meeting held in San Francisco on January 6, 1973. There is another important meeting coming up and that's your District Quarterly to be held on Saturday, March 10, 1973 at 8:00 P.M. at the Musician's Hall, 124 West Taylor Street, Reno. Hope to see many of you brother engineers at this meeting.

From the Mines: Duval Corporation employees at this time have not received definite word on whether or not they will be allowed to receive their full wage increase. The "on again" and "off again" and "on again" wage freeze is a complete bewildering to all.

Anaconda's Company in Weed



GIANT ANACONDA Open Pit and Plant at Weed Heights, Nevada which is 6,200 ft. long; 2,500 ft. wide and 700 ft. deep has turned loose 267,408,000 tons of ore and waste since going into

operation in March of last year. This is enough ore and waste to fill an ore train that would circle the globe.

Heights, Nevada, started construction in July, 1952. During the period July, 1952 through November, 1953, the barren hillside became a modern industrial site. Adding to the already existing metallurgical plant facilities and prolonging the operating life of this property, the company constructed a 5,000-ton per day concentrator to treat sulphide ore bodies. The concentrator was completed and placed in opera-

tion in October. Since the beginning of this operation, Local No. 3 has played an important part in the lives of the working men and their families at Anaconda. There are approximately 400 employees working here and 150 of them are Operating Engineers. Many of these members have been working for Anaconda from the day it started, to the present time, and these members are the backbone of the union here.

Junior Arnett, Chief Steward, Mel Prince, Bob Shaffer, Dean Lawrence, Haskell Rich and Junior Williams, all Job Stewards, are a few of the old timers who help make Anaconda a good place to work. We would like, at this time, to express our gratitude to these men and the rest of our members working at Anaconda for their cooperation and support shown us over the past years.

## Wet Weather Slows San Jose Work

(Continued from Page 2)

mental people throughout the State not just in District 90, so we urge you to attend some of the local planning commission meetings in your area so we can stay abreast of the things that are going to affect our future. We have to stick together because, believe me, when bird watchers and environmental people attend these various meetings, for work in the area, they're in force, so the only way we can fight back is to be there in force too.

We would like to remind the Brothers of the office in Salinas. In case you missed it in past issues of "Engineers News," the office is located at the corner of Market and Sanborn. I am there Monday and Tuesday from 3 to 5 P.M. and also on Thursday nights from 4 to 7 P.M. The phone number there is 422-1869. You can call anytime during the day—someone is there to answer the phone.

By JACK BULLARD

Things are pretty quiet with all the wet weather. Late January out of work list shows 380 on the A hiring list alone.

Ray Allen went back with Hood where the line ties in near Junipero Serra and Mayfield in Palo Alto. Hack White went south to Bakersfield with them. Claude Odom helped in clearing him into Local 12 on dobie.

Leonard Cotton is on a walking cast from his belly button to his neck. He's plenty big anyway, the cast makes him look like the guy with the bullet-proof vest in the Godfather.

L. J. Krzich pipeline got a \$108 thousand trunk sewer job in Palo Alto. Bay Slurry Sea got \$14 thousand for a slurry pavement surface job in Palo Alto. A. U. de Brito, Hayward, will build a \$60 thousand sani-

tary sewer job in Campbell. Allied Engineers has a \$118 thousand contract to improve wind tunnels at Moffet Field.

Howard Electric keeps Bill Private busy yet at Stanford, small trenching etc. for electrical conduit. Tony Rutkowski runs the tower crane for Carl Olsen at the Law School site at Stanford. Stu Moncrief runs the tower crane for Howard White at the telephone building in Santa Clara. Speaking of tower cranes we ran into Howard Carlee at the Staff Ball in San Francisco. To the best of my knowledge, he ran the first tower crane in Santa Clara County, for Carl Swenson.

Brothers, this will probably be the last issue of Engineers News you receive before our San Jose District meeting Thursday evening, March 22, 8 p.m. The meeting, as usual, will be at the Labor Temple, 2102 Almaden Road, San Jose, Ca., That's just North of where Curtner Ave. crosses Almaden Rd. It is exactly where Canoas Garden Rd. crosses Almaden Rd. This will be one of our biggest quarterly meetings, gentlemen. Many of you will get a personal letter from me asking you to attend.

Johnny Brown, San Jose Steward of the Month, will be one of several Brothers receiving 25 year membership pins at this meeting. Tom Carter, East Santa Clara County Business Representative from San Jose, will also receive his pin. If you haven't officially received your pin at a District Meeting, call us. We will set it up for you to receive your pin at this meeting.

Testing and Inspection—We seem to have resolved the problem of holiday pay during times of irregular employment due to bad weather. If you were available for work the working day before and the working day after

a paid holiday, and you weren't paid for the holiday, please contact us, or contact your Steward. We've had several developments in this agreement, with several employers, and will refer to these developments at our quarterly District Meeting on Thursday, March 22, this year. Be sure you attend this meeting. Your steward will remind you, and we will personally contact many of you.

Echols Russell, with Hales, has decided to hang it up and retire. Many of you have known him over the years. He is a real journeyman inspector and a good conversationalist. We all wish him well.

Surveyors—Not too much to report this month. We're in regular communication with Jack Kuzia, MacKay and Samps, and Joe Bennie, of VTN. We all, (meaning Union and Management), have a common interest in attending governmental hearings on environmental problems affecting construction projects. When Bennie or Kuzia request our support, you have been attending in large numbers. This really counts, brothers. We have gotten some projects started by our attending at these meetings. This is an on going job, keep coming when we call you.

Kaiser Permanente News—The occurrence of greatest importance at Kaiser this month was the arbitration held Monday, January 15, this year. The problem, as you know, was the removing of leadmen in the Foil Plant. When Kaiser took this action, we first exhausted all remedies within our agreement with Kaiser, and then reported to Bob Mayfield that we could not negotiate the replacement of leadmen. He in turn contacted Al Clem, our Business Manager. Al then implemented the provision

See MORE SAN JOSE Page 14



## Cold Santa Rosa Winter Could Foretell Hot Summer

By RUSS SWANSON and BOB WAGNON

Spring really is going to get here, although after such a cold, wet winter it doesn't really seem possible, we know. The plumbers probably didn't mind all the frozen pipes too much, but the freezing weather didn't help our craft, that's for sure. This winter the Santa Rosa area Russ Swanson has had three times as much rain as it had at this time last year, and if the old saying is true, that a cold winter brings a hot summer, we will eventually have a lot of good weather going for us.

Since the last edition of this paper there have been several changes in the work picture. Last month we reported that the Point Arena project, P.G. & E.'s proposed atomic plant, was in serious trouble and needed all the help we could provide. Some evidence was found that there was previously unsuspected active earthquake faulting at or near the 586 acre site. Of course the environmentalists haven't helped much either, with numerous hearings and lots of bad publicity. It now appears that P.G. & E. has tabled this project indefinitely, as they have pulled all the permit requests.

Also, within the past month the federal government has curtailed their funds on low-cost (235-B and 236), housing loans, which is commonly known as subsidized housing and on subsidized sewer projects. However, despite a significant cut-back in federal "Clean Water" grants, ALL SIX SONOMA COUNTY SEWER PROJECTS, PROPOSED FOR 1973-1974, ARE STILL ELIGIBLE FOR UP TO \$10 MILLION IN SUBSIDIES.

County Public Works Director, Donald Head told County Supervisors on January 24th that all six local projects had been cleared by State Officials who were forced to eliminate many proposed projects throughout the State. Those local projects eligible for federal funding are: Santa Rosa, \$6.1 million; Bodega Bay Public Utilities District, \$720,000; Russian River Sanitation District, \$1.53 million; Valley of the Moon Sanitation District, \$2.3 million; Occidental, \$108,000 and Forestville, \$67,000.

According to Mr. Head, the original federal funding of \$600 million for California has been scaled down by the Nixon administration to \$200 million, through its controversial "impounding" of funds appropriated by Congress. All of Sonoma County's projects survived the resulting review process.

The decisions by the State Water Quality Control Board do not guarantee that each project will actually be funded. Acceptable project reports, plans and environmental impact reports must be prepared for each.

In addition to the 75 per cent federal funding, each project is eligible for 12.5 per cent state funding, leaving only another 12.5 per cent for local costs. We feel that we are in "good shape" in Sonoma County, although not all will "go" this year, some will.

Other work coming up in Sonoma County in 1973 includes 18 county road jobs. These secondary county road jobs range in cost from \$100,000 to \$300,000

and comprise a grand total in excess of \$3 million, and approximately \$300,000 of county overlay work and a state overlay job. On state highway work in the County, \$1.5 million on Highway 12, and \$200,000 at Monte Rio on Russian River, which are to be let in January and February. The next section of Highway 101 between Healdsburg and Geyersville, in excess of \$3 million, won't be let until October, but will do us well next year.

Up in Lake County Lange Bros. Const. Co. was the successful bidder on the first job in Lakeport, which was right at \$70,000 and also the job between Lakeport and Robin Hill, which was \$287,000. Lange Bros. has enough work to keep all its men busy for awhile.

The Mercer-Fraser Co., Inc. is doing the job on Highway 20 at Clearlake Oaks, but is currently down due to the rains. There is a lot of work left to do in the spring.

Syar & Harms & Paceco Corp., who were the successful bidders on the Indian Valley Dam, plan to do the excavation for the dam site, the core trench, the spillway and the pouring of the 12,000 yards of concrete in 1973 and the 3.5 million yards of embankment for the dam itself will be done in 1974.

At Clearlake Highlands a \$700,000 sewer job is up for bids. As you can see, Lake County has more activity this year than it has had in the last several years. We have been speaking on the bright side of the work picture in Lake County, now let's go to a little darker outlook—a four-month moratorium on all residential development in Lake County's unclassified areas was adopted by the Board of Supervisors. The "interim ordinance," said the Board, "found there is a danger to both domestic and agricultural water supply within Lake County" and that the Water Quality Control Board is about to place stringent new requirements on waste discharge, which will have a significant affect on residential development.

Five mobile home parks with a total of 1,169 units, two mobile home sub-divisions with 724 parcels and a camp ground with 500 spaces are before the Lake County Planning Commission. Under the terms of the moratorium, these developments will probably be affected.

Mendocino County is very low this year as far as work is concerned. Some overlay work and forest service roads.

Napa County has some subdivision and one widening job of Highway 29, but nothing of any consequence.

Also happening within the past month, we settled our negotiations with Berglund Tractor Co. and now have a signed, current agreement. We want to thank all the members employed at Berglund for bearing with us during the long-drawn negotiations. Also, would like to thank the membership for their fine attendance at our recent meetings in the area.

Until next month we leave you with this safety reminder—PRACTICE SAFETY AT ALL TIMES.

PLEASE keep those donations going into the Blood Bank. Our supply is running low at this time and donations to our account will be greatly appreciated, especially by those who may need to avail themselves of blood replacements.

## \$10 Million Computer

By AL HANSEN

### \$20-MILLION FIREMAN'S FUND COMPUTER CENTER—

Ground has been broken to signal the start of construction of a \$10 million Computer Center in the Lucas Green area of Gallinas Valley, the site of the Fireman's Fund American Insurance Company. The center will serve as the hub of a nationwide data processing network. It will have direct communications to six Fireman's Fund processing centers around the country, which in turn serve 49 branch offices, and to the Home Office in San Francisco. The center will house computer and peripheral equipment valued in excess of \$20 million, and personnel from Management Information Services, Computer Services, Corporate Systems, Publications Services, Premium Audit and the San Francisco Processing Center.

The computer center is being built on a 38-acre parcel of land located west of Highway 101 at Los Gatos Drive and Lucas Valley Road, an area known locally as "Lucas Green." The property was purchased in March, 1971 from American Savings and Loan. Once part of a 22,000-acre early California land grant, the property was part of the Terra Linda Community Services District when it was acquired by Fireman's Fund. It was later annexed to the City of San Rafael, and rezoned to permit administrative—professional use.

The computer center will be a three-story structure with an attached single-level service center. Because of the natural slope of the land, the building will offer a low profile to residential areas to the west, while the full three floors will be visible from Highway 101 on the east.

The building, with a total of 285,000 square feet of space, will be constructed of pre-cast, textured concrete in an earthen color. Brown, non-reflective windows will be set in bronze frames. Scheduled completion date is July, 1974.

Ground-level parking will be provided for 633 cars. Another 68 spaces are provided on the roof of the one-story service center, for a total of 701 spaces on the property for staff and visitors.

The building and parking areas cover only 12.5 acres of the 38-acre site. The remaining area will be attractively landscaped. In addition to 1,000 trees to be planted on the property, landscaping will include three and one-fourth acres of ground cover and more than 3,000 square feet of shrubbery.

Nearly an acre of the property has been set aside as open space in perpetuity for the benefit of homeowners to the west of the computer center. This land will always serve as a buffer zone, protecting the residential area from commercial encroachment. The California State Highway Department has offered assurances that access to the property from Highway 101 will be improved. Fireman's Fund will contribute to the costs of installing a traffic signal at the intersection of Los Gatos Drive and Lucas Valley Road to help control traffic congestion in the area.

The computer center will open in mid-1974, with a work force of 875 and an annual payroll of \$8.7 million. Projected employment at the center by 1978 is 990, with a payroll of almost \$13 million.

The recent torrential rains have slowed down construction work throughout the district. We

do have at this writing, construction crews working on mud slides in various locations.

Bids were opened on November 22nd for the construction of a new East Washington Street interchange in Petaluma. Budgeted for \$1.3 million, the project will see the demolition of the existing structure and a new four-lane overcrossing built in its place. The City of Petaluma plans to widen East Washington to four lanes, so ramp connections from the overcrossing will be modified to accommodate the increased traffic.

Bids were also opened on November 29th for a four-lane overcrossing of 101 at Caulfield Lane in Petaluma. The city plans to extend the street up to and beyond the freeway, requiring the overcrossing. The state's contribution to the project is \$600,000. Petaluma is sharing in the

cost of construction and providing the necessary right-of-way. The city will offer a separate contract to build the connecting street.

It seems that Ghilotti Brothers have been doing a lot of the storm damage repair work around the county, working at Tam Valley where the mud slide came down and hit a house. So far, the rest of the houses are still standing on the Allan-Marín Project -Marín View. Everything flooded.

Ghilotti is also doing emergency work at Stinson Beach due to the storm, also on the Flood Control in Novato where they were working night and day for the City of Novato and the County where the flood damage was very severe. Most of the contractors in the area have been doing very little because of the weather.

## Weather Brakes Work Well in Fresno District

By CLAUDE ODOM, BOB MERRIOTT and HAROLD C. SMITH

Rain in the Fresno area slowed down most of the work. Perini Corp. at Hidden and



Claude Odom in Buchanan Dams kept approximately 25 engineers working on both spreads. They had seven mechanics working on the crusher at Hidden Dam. They have another crusher coming in to Buchanan Dam and this should keep the mechanics busy till late spring.

Kirst Construction on the Freeway 41 job in Fresno has had weather problems. With the rain and fog they cannot cross Highway 180 until 8:30 a.m. because of the heavy traffic. They have seven Cat 651 Scrapers moving the dirt with two D-8 Cats and one D-9 pushing and a Cat 824 on the fill.

Tulare Contract Gets OK: American Paving Co. of Fresno was awarded a contract for \$253,681 for street work and other improvements which will mean the realization of a community dream for the last half century in East Fresno—transforming a section of Tulare Street from an eyesore with railroad tracks in the middle to a fully improved four-lane thoroughfare.

The concrete work will be paid for in large part by property owners along the thoroughfare between First Street and Cedar Avenue through the assessment district process.

Several months ago the Southern Pacific Co. removed the tracks of the Clovis branch of the SP both from Tulare Street proper and from a considerable area of private right of way traversing the east Fresno neighborhood.

Three D Construction has finished their sewer job in Fresno. They have kept a mechanic busy getting their equipment ready to move.

W. M. Lyles has some small underground jobs going in the Fresno area and are keeping several engineers busy.

E. H. Haskell at Madera has been down on their Highway 99 job since the middle of November. They still have approximately 250,000 yards of dirt to move and one bridge to construct when the weather permits.

C. R. Fedrick, Inc. of Novato has submitted a low bid of \$7,064,151 for 71 miles of underground pipelines for the irrigation system in the Westland Water District. Fedrick will have 625 days to complete the work which is located near Coalinga and Huron. Acceptance of this bid means 530 miles of the 1,100 mile pipeline system is under construction or completed and in use.

The California Division of Highways has called for bids widening portions of Manning Avenue and Bridge Highway in the Reedley area, to four lanes. The proposal calls for widening Manning Avenue from Reed Avenue to three miles east of Lac Jac Avenue. A total of 2.4 miles of new highway would be constructed in the two projects. The state has allocated \$1.1 million for the work. Bids will be opened in Sacramento January 24th.

A pre-job conference was held with Pacific Western, Inc. and Lee's Paving for their job in southern Tulare County. The project calls for the reconstruction of about seven miles of Road 192 and Avenue 8 near Richgrove. The project will include widening of the existing Wilhite River Bridge and installation of drainage facilities and pavement markers. Pacific Western and Lee's Paving submitted a joint bid of \$563,057.

### UKIAH/SANTA ROSA MEMBERSHIP MEETING LOCATION CHANGE

Recording-Corresponding Secretary T. J. "Tom" Stapleton has announced that the location of the meeting place for the District No. 10 (Santa Rosa/Ukiah) membership has been changed for the meeting scheduled to be held on THURSDAY, MARCH 15, 1973, at 8:00 p.m. The March 15th meeting will be at the GRANGE HALL on South State Street, across from the 101 Motel and next to the Royal Inn, in UKIAH. We look forward to a good turnout at this meeting.



# Dam Site In Brown's Valley Could Be Shifted

By HAROLD HUSTON, District Representative and Auditor  
**MARYSVILLE DAM SITE MOVE CONSIDERED.** Federal officials are considering moving



the site of the Marysville Dam, presently proposed for construction in the vicinity of the community of Browns Valley, according to Congressman Robert L. Leggett.

Leggett said he had asked for \$750,000 for 1973-74 for the Army Corps of Engineers to review the feasibility of several possible locations for the dam. Leggett said the funds were among the \$25.7 million proposed for expenditure in his district during 1973-74, during a special meeting with officials of the Office of Management and Budget.

Congress this past year appropriated \$950,000 for the Marysville Dam pre-construction planning, bringing the total spent so far on the proposed project to some \$3.6 million. Latest estimates place the cost of the project at an estimated \$263 million. It had been proposed for construction across the Yuba River at the site of the community of Browns Valley.

However, Leggett said the latest \$750,000 would "be used to review the feasibility of several possible locations for the project to be determined at a later date" by the Army Corps of Engineers. "Regardless of where the feasibility reports indicate the dam would ultimately be located," Leggett said, he will "insist that adequate minimum water level agreements be established to insure maximum use for recreation and to enhance real property values."

Concern had been expressed by opponents of the dam about taking property off the tax rolls at the Browns Valley site and about the size of the "mud flat" surrounding the proposed lake at low reservoir levels. Leggett said his recommendation of funds for the dam to the Office of Management and Budget is contingent on the water level agreements and the feasibility reports.

He said the dam "will provide final measures of flood control to prevent such disastrous floods this area has experienced since 1955 which have caused tremendous loss of life and crops."

Other projects affecting this area for which funds were requested include \$11.1 million for continued construction of the Tehama-Colusa Canal.

**Marysville Dam Recreation Funds Action by Board**—By a 3-1 vote, the Yuba County Board of Supervisors at their meeting on December 19, 1972 adopted a resolution agreeing to underwrite the non-federal costs of recreation facilities of the Marysville Dam project. The following is the resolution as adopted:

Before the Board of Supervisors of the County of Yuba, Resolution No. 1972-252.

In re: Resolution favoring the authorization and early construction of the flood control project developed by the United States Corps of Engineers.

WHEREAS, the multi-purpose Marysville Dam and Reservoir Project on the Yuba River, California, about 13 miles northeast of the City of Marysville was authorized by the Flood Control Act of November 7, 1966 (Public Law 89-789) for the purposes of flood control, water supply, hydroelectric power, recreation, and fish and wildlife enhance-

ment; and

WHEREAS, the project is now in the planning stage to determine among other things, the extent of recreational facilities to be provided under the 1965 Federal Water Project Recreation Act; and

WHEREAS, that Act provides that the Federal government assume responsibility for major recreation development where a non-federal public body agrees in advance to administer project land and water areas for recreation or fish and wildlife enhancement and to bear not less than one-half of the separable costs of the project allocated to these purposes and all of the costs of operation, maintenance, and replacement; and

WHEREAS, the State of California has indicated by letter to the Corps of Engineers that as of this time it will not provide the non-federal public body cooperation required by the 1965 Federal Water Project Recreation Act; and

WHEREAS, it is desirable that recreation be included in such project to the fullest extent feasible;

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of Yuba County, California, favors the early construction of the Marysville Dam Project including recreational development; and

BE IT FURTHER RESOLVED that subject to such subsequent legislative action as the Board of Supervisors at the time deems appropriate the Board of Supervisors of Yuba County declares its intention to furnish or cause to be furnished the non-federal requirements specified in the 1965 Federal Water Project Recreation Act, to wit:

To administer project land and water areas for recreation or fish and wildlife enhancement and to bear not less than one-half of the separable costs of the project allocated to these purposes and all of the costs of operation, maintenance, and replacement.

PASSED AND ADOPTED at a regular meeting of the Board of Supervisors of the County of Yuba, State of California, on the 19th day of December, 1972, by the following vote:

AYES: SUPERVISORS: Leri, Sperbeck and Reis; NOES: SUPERVISORS: Landerman; ABSENT: SUPERVISORS: None; ABSTAINED: SUPERVISORS: Dean.

/s/ Harold J. Sperbeck, Chairman.

Attest: Karl A. Cozad, Clerk.

**New \$2.5 million Yuba City Sewer Plant is Completed**—Yuba City councilmen accepted as complete the city's new \$2.5 million sewage treatment plant, which will be tied into the city's system by the middle of next month.

All work on the plant, with the exception of some minor touchup painting and instrument adjustments, has been completed. The contract time allowed for the project was 300 days and that time should have been upon October 18, 1972. However, the Council extended the contract time because of the honest efforts to complete the project on time. In addition to extending the contract time, they also approved \$8,418.23 in charge orders and then accepted the plant as complete.

Water is now being run through the new plant to see if there are any leaks and that all preliminary adjustments were made. Raw sewage will be pumped beginning about January 10th. Completion of the plant means sewage from the southern part of the city will be pumped south into the new plant

rather than north to the existing plant, which will eventually be eliminated.

We are proud that all the brothers who operate the new Sewage Treatment Plant and Water Treatment Plant chose Operating Engineers Local Union No. 3 as their bargaining representative. The negotiations have just been approved by the City Council with wage increases retroactive to January 1, 1973.

**BROTHERS TAKE NOTE:** We have obtained for you copies of Your 1973 Social Security Deduction brochure from the U.S. Department of Health, Education and Welfare Social Security Administration which explained to you in detail your 1973 social security deduction, new benefits, what your 1973 social security dollar pays for, and Medicare for the disabled. Please feel free to drop by the Marysville District office at your convenience and pick it up or ask your business representative to give you a copy.

By DAN SENECHAL  
Business Representative

**CONSTRUCTION, SHOPS AND PLANTS EAST OF THE FEATHER RIVER AND MOUNTAIN AREA**—The work picture is under control of Mr. Weatherman at this writing. Triangle-Landmark's Bullard Bar clearing

project is the largest job on the east side that the weather has not affected. The burner barge type clearing will work all winter rain or shine and this means money in the pocket for the brothers.

California Landscape's project on Highway 49 north of Downieville has been completed just ahead of high water from the Yuba. This project consisted of concrete bin walk and rip-rap on the Yuba.

Yuba River Sand Company of Marysville has been facing a plant shut down because of lack of material (sand) that is harvested from the Yuba River south of Marysville. The heavy rains have, at this writing, helped replenish the sand pits. They also have received permission to dredge under the railroad trestle. Gaining the permission was the result of a long standing fight with Western Pacific Railroad.

By A. A. CELLINI,  
Business Representative

**FUTURE BRIDGE WORK**—The bridges in discussion are at Meridian and Orland. The bridge at Meridian crossing the Sacramento River, was constructed 60 years ago as a joint venture by Sacramento Northern Railway and Sutter and Colusa Counties. It has two narrow lanes one for each direction of traffic. The

trains used the center of the bridge. Construction of a new swing type bridge with road work is estimated at a cost of \$3,500,000. The center pier on which the existing bridge rotates would be incorporated in the new structure. New alignment of one mile of Route 20 on the Sutter County side of the bridge is included.

Stony Creek bridge 5 miles east of Orland was built in 1924 and is 21 feet wide and 1,000 feet long. There have been 21 accidents in the past three years resulting in two deaths. Project costs are estimated at between \$1,890,000 to \$2,030,000. Project will consist of a 40 foot wide roadway and the vertical and horizontal alignment of the approaches will be improved.

**New Look at Butte Creek Rock in Chico:** Butte Creek Rock is in the process of replacing the old crusher and cone with a new and larger crusher and cone and a new primary screen. In addition to the crusher there will be a new scalping screen. The crusher, when it goes into operation, will be able to handle larger materials which will increase production. So along with their other equipment repair work in the shop there is a full crew of mechanics and welders working.

## Winter Doesn't Slow

### Work On Crescent City Breakwater

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

**RAIN OR SHINE**—Silberberger Constructors, Inc., at Crescent City are still going full bore on



the inner harbor breakwater in spite of what old man winter throws at them. The only down time has been due to moving to a new quarry site and an occasional day now and then because of extremely high seas. The Brothers employed here have been working 5-9's since October and should have another couple of months work ahead of them. All in all this is probably as good a winter job as any Engineer could ask for.

Johnson Structures, Inc., of Eureka, also is hard at it on their rip-rap projects in Del Norte County. This job involves work at several locations throughout the county road system. The cost on this one is slightly in excess of \$100,000 and will keep five or six Engineers busy for another month.

Eugene Luhr Company was back on the Klamath River recently for some emergency work. High water threatened to wash out the county boat launching ramp located near the mouth. Fortunately, the Eugene Luhr Company had some rock stockpiled at their old quarry in Klamath, which saved the day for the boating enthusiasts and fishermen who enjoy world famous salmon fishing on the Klamath River.

Just east of Klamath, on the Terwer Road, Anderson Construction from Redding is keeping a couple of rigs busy on a small slide and slipout type project. They will probably be here as long as the wet weather continues, in an effort to keep the road open.

In the Eureka area, Foster Drayage crane crews have been fairly busy. Piledriving here and there, erecting small metal buildings, crane rental at the pulp mills etc. all help to make a weekly paycheck for the operators and oilers working for Foster.

Bids were recently opened in U. S. Forest Service office in San Francisco for construction of a forest service road in eastern Humboldt County. The name of the project is the Lower Buck Mountain Road and is located on Highway 36 just west of Dinsmore. The amount of the low bid was \$245,302 and was submitted by John Burman and Sons of Eureka. Let's hope the weather will permit an early start.

The Ferndale City Council has tentatively accepted the bid of Jim Johnson of Garberville for construction of the sewer lagoon project here. The city clerk said the acceptance is tentative because the bid is some \$20,000 over the original estimate which is two years old. Johnson's bid of \$160,000 was the lowest of three offers opened.

Plans and costs of expansion and improvement of sewage treatment facilities in the King Salmon, South Bay and Seaview Manor areas will be explored. We certainly hope this is the first step toward upgrading the sewage systems south of Eureka. Rumors are that there will be some more pipeline and water distribution work coming up this season in the outlying areas. None of these projects will be as large as the McKinleyville project which is in the final stages of completion.

No new state highway projects have been advertised for bid to the present time, however, some of the contractors in the area are optimistic about at least one major job in the Rio Dell area and possibly another one in the vicinity of Benbow on Highway 101. If at least these two projects materialize it would be a

big shot in the arm for the 'dirt hands.' Earth moving projects are what we are in desperate need of now. We're keeping our fingers crossed and hoping for the best.

Crescent City has accepted a federal grant from the Environmental Protection Agency amounting to \$1,823,220 for expansion and improvement of the city's sewer system. The grant represents 75 per cent of the total estimated for the project, with the state and city to share equally the remaining costs. Most of the environmental impact studies have been completed and bids will be let in about 60 days. The project will be done in two phases, with the first involving about \$1 million.

The big Crescent City Jetty job is supposed to be advertised in April or May. This project amounts to approximately \$3 million. This year will be the placing of the rock and repairs. It is still undecided if the Corps of Engineers are going to use teddypods that were used in the past or possibly use dolosse, similar to the ones used at the jetty on Humboldt Bay.

The Six River National Forest Service will be advertising for bids on the Gasquet to Orleans forest service road in January. We understand there will be a project on both ends of this road and estimated to run about \$2½ million.

Last but not least, thank you Brothers, for your nice turn out at the recent district meeting and congratulations on the reelection of the incumbent grievance committee: E. W. "Rocky" LeRoy, H. L. "Pete" Childers and Harry "Mickey" Dillon.

## Short Quip

The man who gets ahead is the one who does more than is necessary—and keeps on doing it.



## Apprentice Systems

By JACK H. McMANUS  
Administrator

## Notebook

### What's Working At RMTC

#### Training Center Has Variety of Equipment—

Because of many requests for information regarding the types of training available at Rancho Murieta, let's talk about some of this equipment.



Jack McManus

We have the first aid training available enabling you to obtain an American First Aid Card as well as practical and classroom instruction to assist you in obtaining a Class 1 Driver's License through the California Department of Motor Vehicles. The Class 1 Driver's License is not issued by Rancho Murieta. However, the preparation and training before that license is issued, does take place at your training center. The license can only be issued by the California Department of Motor Vehicles. The American Red Cross First Aid Card can and is, issued through its credentialed instructor at Rancho Murieta Training Center.

The facilities for on-the-job training include heavy duty repairman that have welding machines, torque wrenches, and all types of heavy duty mechanical equipment found in most construction jobsite shops. The machinists at the training center are trained in the use of lathes, drill presses and all other primary machinist equipment to enable you to get that information and function on the job for the employer.

The equipment currently available in the field include D5, D6, D7, D8 (46A, D9G,) as well as International TD9, TD18, TD25 for dozers with rippers or without, we have several Eimco's and Euclid C-6. We have available caterpillar blades Model 12 Wabco 666 and 777 as well as a Galion blade. Some of the scrapers are Allis Chalmers Model 460, Wabco, Caterpillar 619, a 631B, a 630, a 613 Paddle Wheel Scraper, DW20 Caterpillar, Michigan Paddle Wheel, Euclid TS14 - Multi Engine.

Loaders are rubber-tired Michigan, Caterpillar 966, Caterpillar 980, Case Loaders, Scoop mobile and Hough. There are several loaders and backhoes such as John Deere, Caterpillar, International and Hough. In addition to that, the trenching machines are wheel type and ladder type. There are cranes, crawler and truck type, with the attachments for a drag line and clam shell as well as a Gradall.

We have paving machines and portable crushing plants, cement batch plant, mixer trucks, hot plant, portable screening plant and belt loader, as well as several rollers such as Wagner Compactors, Galion, Austin Western, International Vibration Tamper and Towed Sheeps Foot. We have water trucks such as Letourneau and DW15 Caterpillar. Some of the portable air compressors, a 600 Gardner as well as the Ingersoll-Rand. Above and beyond that, quite a bit of sophisticated equipment and grade setting equipment as well as lubrication equipment such as the grease trucks, etc. There is also available acetylene or electric welding, several small rubber tire tractors, "A" frame truck, water pump operating equipment and a variety of other pieces of equipment too numerous to mention.

We cannot list each month that equipment is available because equipment is constantly being added or surveyed out, but we will keep you informed as to the availability of equipment as it pertains to your requests.

#### What About Education?

We are rapidly advancing in some of the small but important facets of teacher training as well as teaching and with the present climate of entrance requirements for the industry, particularly through those that have had work experience, we find that some people can advance more rapidly as a result of a new tutorial technique used at Rancho Murieta Training Center.

With the help of Mr. James Kirchansky of Tutorial Techniques, Inc., we are utilizing a cassette-type training kit for the basics of reading. This enables a person who has severe limited skills in reading to progress to the point of being able to read in two weeks tutoring time. The day of "guessing" and of the "trial and error" method have passed and because of the advanced technology, particularly in the written word, it is necessary that every man in this industry have the ability to understand training manuals, operational manuals, and other instructional material in depth that he may compete in a world of work with those people that have completed a formal education.

To the present time, we have had a marked degree of success using this type of instruction for those that are limited in this area and just add to our resources for training and retraining at Rancho Murieta, one additional item.

## Trade Union College Programs Now Showing Rapid Increase

Trade unions are playing a growing role in the nation's community, or two-year, colleges.

Craft unions in Coos Bay, Oregon, for example, got together and founded Southwestern Community College to remedy a shortage of skilled workers in that area.

Genesee Community College in Flint and Macomb County Community College in Warren, both in Michigan, are now operating apprenticeship training programs in cooperation with the United Auto Workers.

The International Association of Machinists has close ties with City College of Chicago, IAM officials serve on the college's advisory board and a number of skilled IM craftsmen serve on the faculty.

At Coolidge, Arizona, Central Arizona Community College offers training courses for heavy equipment operators. The school uses members of the Operating Engineers to teach them.

In Los Angeles, that city's trade union council works closely with LA Technical College, providing curriculum know-how and instructors for courses in carpentry, painting, masonry and other construction crafts.

In other cities across the country, members of the Teamsters, American Federation of State, County and Municipal Employees, Painters and many other unions are involved, in one form or another with the community colleges in their areas.

#### Members Participate

If the involvement is not by having union leaders serve on the colleges' advisory board, or having members of the unions working as instructors, then it is by enrolling union members themselves, as well as their sons and daughters.

Of the 2.7 million students enrolled currently in the nation's 1,120 community colleges, the bulk come from the families of workers. These young people are striving for a better way of life by "going to college." Usually, their parents are unable to pay the \$3,500 to \$6,500 a year tuition fees charged at four-year institutions.

Most community colleges charge \$250 to \$350 per year and in some states, like California, tuition is free.

At the same time, the two-year institutions provide an open door into the four-year colleges. The American Association of Community and Junior Colleges (AACJC), based in Washington, D.C., estimates that about one-third of the students who graduate from a two-year college go on to enroll in a four-year university.

The AACJC, whose membership includes nearly all public and private two-year colleges, wants to see more labor involvement.

"When you think of unions representing working people, you can say that community colleges serve the working man. We have that in common with unions," said Andrew Korim, an occupational education specialist with the association.

"There is a definite role for unions to play in the training and education programs of community colleges, and we would encourage labor to expand that role," he added.

#### Fast Growing

Another AACJC official, William Harper, pointed out that community colleges stand today as the fastest-growing part of the nation's educational establishment. An estimated 20 to 30 new community colleges will be founded during this year. The Carnegie Commission on Higher Education estimates that at least 230 more two-year colleges will be needed by 1980.

"With that kind of growth on the drawing boards, we'll be needing all the help we can get from unions and union members," Harper said.

"That help can take many forms—duty with college advisory boards, technical assistance in setting up training and apprenticeship programs, helping enrollments through establishing trade union scholarships, and even, as voters, in supporting bond issues to finance the colleges," Harper explained.

The two-year college, he noted, is an American invention. It is hardly new, having been around since the turn of the century. But for years, it languished in the shadows of the four-year universities. In rank, it hardly stood taller than the average high school.

#### First Community College

The first public community college, according to AACJC historical records, was organized in 1901-02 in Joliet, Ill. Joliet College was built on the campus of the University of Chicago.

Educators at the University of California, meanwhile, were promoting a new educational reform—establishment of post-graduate studies in public high schools. This was gradually carried out. However, rather than stressing technical education and training, the schools tended to focus on liberal arts.

The community college movement grew slowly until the 1950s and 1960s. In 1920, there were 207 such institutions operating, only 70 of them publicly-supported. The total grew to 678 in 1960, with an enrollment of 660,216. In 1965, there were 771 community colleges, enrolling 1,292,753 students. Five years later there were 1091 community colleges with a combined enrollment of 2,449,837. While the explosive pace of the growth has ended, the growth is nevertheless continuing, although at a slower rate.

Community colleges are now located in every state. In a number of states, like California, Kentucky and Florida, they are the keystone of the state's higher education systems.

California now has 93 community colleges. Florida has 27 and Kentucky 22. In Florida, something new was added several years ago—a two-year college offering a student his third and fourth years of schooling.

Florida now has four so-called "senior" colleges. Another 26 have been established in other states.

#### Open Enrollment

Community colleges pride themselves on their open enrollment—anyone is allowed to enter, usually with or without the "good grades" from high school that most colleges make an entry requirement.

"We feel that if a kid goofed off in high school—perhaps he was more attentive to playing football than he was to studying—then he deserves a chance for another try, if he's got the stuff," Harper said.

The institution also makes it a

point to be a "part of the community" in which it is located. It tries to sink roots deep among the local populace.

If a group of citizens approaches their local community college and asks that a certain course be set up, like welding, or auto mechanics, or art or even cooking, then it can usually be done, and in a reasonably short time, too, say AACJC officials.

#### Community Participation

One North Carolina community college president recently set up a program of classes in remedial reading and writing when a local poverty agency asked for help in reaching out to some town residents who had never been to school.

"We brought in one of the people from the community to teach the class. He knew the people and their problems, and they trusted him. It was an enriching experience for all of us," he said.

Some community college leaders urge that such colleges be established within a commuting bus ride of any resident in a city. That is one of the goals of the AACJC. With the help of the Higher Education Act recently passed by the Congress, the goal may become a reality.

The Act authorizes \$275 million in federal grants to community colleges over the next three years to start new institutions and enable existing ones to expand. It is the first time community colleges have been targeted for such a large chunk of aid. It is perhaps recognition by Congress, at last, of the crucial role community colleges are playing in opening opportunity's door to plain, ordinary people.

That's more reason why more labor organizations, and union families—both parents as well as children—should get "involved" in their local community college. It is union-brand democracy in action.

## Union Slide Show Proves Member Hit

By CLEM HOOVER

In recent weeks we have attended several Town Meetings in the Sacramento and Stockton areas, which are attended by both Journeymen and Apprentices. These meetings are proving to be quite informative. The Business Manager, Al Clem, has directed his staff to put together a slide show dealing with the Organization of Local 3. This film, along with the added remarks of District Representative, Ralph Wilson in Sacramento and Walt Tolbot in Stockton, really gives the members a picture of the magnitude of Local 3. Those members who think Local 3 is small business really get their eyes opened as to how big Local 3 really is. Brother Al Clem should be congratulated for this very excellent narrated slide show. For those of you who have not seen this show, we would encourage all of you to make an effort to see it, especially the apprentices.

There are several apprentices in the Sacramento and Stockton areas who have not taken advantage of the winter months and put in their two weeks at Rancho Murieta Training Center. We would encourage all of you not to pass up this opportunity. Contact us when you want to go.

## JAS News

VOL. 3—NO. 2 FEBRUARY, 1973

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



## Small Projects Come To Life Whenever Sun Is Shining

By BUFORD BARKS

January came to a wet ending and thanks to the man who controls the weather, he also provided pontoons and life rafts for San Mateo County.

The dirt (mud) jobs were down to less than nothing, but it seems that when the sun shines for a few hours, the small projects seem to come to life. This is a good indication that we can continue on a piece meal base in spite of the Birdwatchers.

The UEO's and HDR apprentices are not suffering too badly.

While we are trying to mop up and dry out somewhat, don't forget the Ranch time is very important, you must have your Class A license and first-aid card to move up in pay grade, regardless of your branch. Here again, as slow as the hours are counting up, they must be in the categories and not over in some.

Your Coordinator is working with the union representative in every respect to help train you to become good journeyman and safe workers. If you are asked to attend some town meetings, don't fail to help by attending as this is part of your obligation. In other words, the job you may save may be your own.

The agents are holding and attending meetings, Board of Supervisors, City Council and Planning Dept., of each branch of local and state government. Add your little bit by saying yes, I'll attend, when you are called.

With the weather the worst in many years, most of the apprentices are laid off in the San Mateo area; even the shops are down to 4 days and a skeleton crew.

If you are not aware of the environmental impact that we are suffering because of Proposition 20, call the Union Hall and ask when and where you might attend some of the Town Meetings.

If you have not seen the Coordinator in the last few days of the month, be sure you call for categories advice; when you over submit you may lose some important hours.

Remember, if you leave a correct phone number with the dispatcher your call will be returned the same day. Speaking of phone and street addresses, if you move, be sure you let the apprenticeship office know of the change, do all of your business by letters or cards.

Do not forget the Safety Meeting, February 15, 8:00 P.M. Your attendance is mandatory.

### Turkish 'Daughters Of Joy' Form Union

Turkey's estimated 17,000 prostitutes have formed their own trade union. They call it the Personal Service Workers' Union and say they plan to maintain branches in all major cities.

At their initial meeting it was noted that Turkey's "Daughters of Joy" act as a safety valve in man's sexual life. The new union will push for the independence, dignity and human rights of its members, many of whom were unjustly treated in the past. Prostitutes interviewed by the press stated that they hope they will also be entitled to draw Turkish social security benefits when old age arrives.

## Future Not Bleak!

## Use Slow Times To Gain Knowledge

By LOUIS BRADY

As we are off to a New Year, the work picture in Northern California remains bleak, due to inclement weather conditions. All previous storm and rainfall records for this time of year have been broken and those of us who make our living out of doors feel the effect of this.

Don't be discouraged; you can still make use of your valuable time. We would like to suggest to you to make a check list of your responsibility as a registered apprentice, what each apprentice has to do in order to keep his progress throughout the Apprenticeship Program.

First, make sure you have signed the out-of-work list if you are unemployed. Continue to

mail your work cards in each and every month whether you are employed or not. It is important to keep your dues current or make arrangements to bring them up to date. Those of you who have not gone to R.M.T.C. for your two week related training should take advantage of this opportunity NOW while you have the time. R.M.T.C. opened January 2, 1973. It is also an opportune time to renew your first aid cards and your class 1 license.

Also, notify your coordinator or the Administrative office, in writing, of your change of address or new telephone number. Those of you who are near attaining Journeyman status could use this valuable time to famili-

arize yourself with the history of Operating Engineers Local No. 3, your work agreements and its by-laws.

We hope we will have 100 per cent attendance at all designated meetings as they are all important and of concern to you.

We would like to remind you of Safety Meetings. There are four Safety Meetings per year. These meetings are of utmost importance to all of us. It can mean our lives. Safety can only be effective if it is practiced. You will be notified by mail of scheduled meetings and there is always a list posted on the Apprenticeship bulletin boards. If in doubt about any meeting, time or place it will be held, contact your coordinator.

We would remind each of you of another important factor, ECOLOGY! Check your newspaper, radio or with your coordinator about Ecology meetings in your area, as they all have to do with each of us who are in the Construction Industry. Our outlook for this year can be promising but only if we continue our fight with environmentalists. Attend these meetings in your area and make your presence and concern known. The environmentalist can curtail the availability of funds for construction jobs; if we fail to concern ourselves we will suffer hardship and continue to have high unemployment. This can interrupt your progress and training. So support your Union which one day will be administered by people of your ranks.

## We Get Letters

January 22, 1973.

Al Clem:

This is a letter of thanks for Rancho Murieta Training Center. I just completed six weeks of Welding there. Not that I am considering myself a welder but now I can join two pieces of metal together and with more time and practice with the training I have been given. I have gained confidence in myself and now I can do something which before going to Rancho Murieta I couldn't.

With the Instructors and Management at our Training Center we are truly very fortunate in having this opportunity to improve our skills.

I started the last week in November. The cold spell really made it rough in the welding part of the shop. Mr. Whitaker took care of the matter after I talked to him, a much needed heater has now been installed.

I again thank you, I remain,

Yours truly,  
H. A. Carlson,  
Lucerne, California 95458



SCENES LIKE the above have been taking place regularly at the Rancho Murieta Training Center in recent months. Job Stewards and their wives in groups of about 250 have been invited to visit and tour the Local Union No. 3 training facility and development. In the photo (top left) brothers and their wives sign in and pick up their name tags. In

the photo right, members and wives board bus that will take them on a tour of R.M.T.C. At lower left members and wives enjoy luncheon in the cafeteria and at right listen to a message from Business Manager Al Clem. If you haven't received your invitation yet it won't be long in coming.



## Apprentice Systems

By **JACK H. McMANUS**  
Administrator

### Notebook

There is the usual slump in construction now with us in our industry; however, many of the apprentices are taking advantage of it by attending Rancho Murieta Training Center. This is to your advantage but remember that facilities are limited and, therefore, scheduling may have to be done to insure that everyone has an opportunity of attending for related training.

We are currently conducting classes for credentialing of instructors. This is to upgrade the Operating Engineers instructors to help you in learning your trade. Through the good offices of Mr. Paul Scieranka at the University of California, Berkeley, we have been assigned Mr. Jerry LaPerle as a teacher trainer. The instructors are going to school (just like you) and they insist that it is the most interesting thing they have ever done! Among other benefits it has welded the instructors into a group with a common cause . . . to learn to teach you to become journeymen!! These are dedicated men but the "teacher" that teaches the teacher has earned our respect and admiration for a beautiful job and from every instructor and member of staff . . . "Thank you, Jerry."

The Joint Apprenticeship Committee of your state presently is trying to select the "outstanding apprentice" of 1972 and it is very difficult indeed. They would like to recognize all outstanding men but there can be only one and I sympathize with the selection committee. The outstanding apprentice has, in addition to his U.S. Savings Bond and trophy, his name inscribed perpetually on the master plaque in the Administrative Office. We will publish this list annually. This is quite an honor, so keep trying!!

To the apprentice, the apprenticeship program is a two-way street—when you have a question, ask your coordinator. If you don't see him at least once a month while on the job, call him or visit with him either at a discussion meeting or late night at the Job Placement Center. He is not a mind-reader, so he needs to know from you your problems in order to solve them or advise you—so get in touch. Make sure you know what is going on, that your hours are correct in the record. Learn to read your record from the computer print out that the coordinator has with him. Ask him about additional training and when you can best attend Rancho Murieta Training Center for related training. These are some of your obligations (as well as ours) but you must help us to help you.

To those of you interested in further training at the Training Center, we published a complete list and breakdown of the training equipment at Rancho Murieta Training Center in order to allow you to determine the type of training you feel you need. We also explained the books and related supplemental instruction to help you choose.

## Pride In Craftsmanship Still Mark Of Quality For Everyone

By **CLIFF MARTIN**

If you expect to get ahead of the crowd today, what you really need is that extra work attitude quality. You do not have to look beyond your own back yard to see that the world continues to beat a path to the door of those who try to put these extras into everything they do. These are the guys who check a bolt to make sure it is tight, who are willing to put more into their jobs than is normally expected, who are more interested in solving a problem than in getting the credit and who believe that if something is worth doing, it is worth doing right.

A victorious attitude toward life comes from confidence of knowing yourself and what you want to do. Men who really have the goods never have trouble staying on the payroll.

For those who may be interested, Shasta College is accepting registration for the evening vocational programs and a wide variety of vocational oriented courses are available in Automotive and Heavy-Duty Mechanics. These courses are designed for mechanics who wish to up-date their skills or for individuals who would like to expand their mechanical background. Diesel Fuels

and Cummings Diesel Engines are two scheduled Heavy-Duty courses.

For those who cannot go to R.M.T.C. during the winter lay-off these courses may present just the opportunity you have been looking for to expand your capabilities.

## Your Benefits Explained In H&W Booklet

By **LOU JONES**

On completion of the regular safety meeting held in Oakland on Jan. 17, 1973 there was quite a bit of discussion about the various benefits afforded those members of our Union who are qualified, such as Health & Welfare, Vision Care, Pension, vacation pay etc.

Jim Mc Cormick, one of our more advanced apprentices, reported that his daughter was recently hospitalized for treatment of several burns and although the medical costs were several thousand dollars, they were all paid by the Health & Welfare Trust Fund with the exception of the phone bill and the television set which she used in her room. Jim Mc Cormick has read the Health & Welfare booklet and knows what his benefits are, but too many have not. Here are some questions. If you do not know the answers you should come in to the dispatch office and get the booklet which will tell you the answers.

How and when am I covered for Health & Welfare? — Page four.

How do I qualify for new glasses if needed? — Page eighteen.

What are the maternity benefits for my expectant wife? — Page thirteen.

In case of death, what benefits do I have?—Page six.

What are my hospital benefits? —Page nine.

What benefits do I have for prescription drugs?—Page fourteen.

Am I covered for dental work? —Page sixteen.

Remember, the benefits are not only for you, but for your dependents in most cases. Get the booklet and go over it with your wife. Then, if you have any questions, call your Fringe Benefit Center where trained personnel will help you with any questions which are not clear to you in the booklet.

The importance of getting clear and precise language in a collective bargaining contract is reflected in a recent arbitrator's ruling dealing with the question of appropriate bereavement pay.

Arbitrator Herbert Sherman, Jr., ruled that U.S. Steel's No. 4 Mine in West Virginia must pay time-and-a-half for the Saturday shift and double-time for the Sunday shift that one of the workers missed when his mother died. He held that wording of the contract made the premium rather than straight time rates mandatory.

## G.I. Educational Benefits Increase

A 50 per cent increase in monthly allowances for education and training under the Vietnam era G. I. Bill was signed into law last October.

The new payment schedule for Apprenticeship-OJT is as follows:

Period of Training	Dependents		
	None	One	2 or More
1st 6 months	\$160	\$179	\$196
2nd 6 months	120	139	156
3rd 6 months	80	99	116
Remaining periods	40	59	76

A new provision in the law provides veterans \$8 monthly for each additional dependent.

See your V. A. officer or Division of Apprenticeship office for further details.

## Oakland Boasts Sharp Safety Turn-Out Of Apprentices

By **BRAD DATSON, Coordinator,**  
Santa Rosa, Vallejo and  
San Rafael Area

Congratulations are in order for the Vallejo area apprentices! They had 93 per cent turn-out for their January safety meeting which was held in Oakland. Keep up the good work fellows! San Rafael apprentices have a safety meeting coming up February 15 in San Francisco, followed by the Santa Rosa meeting March 1. Both meetings are on Thursday night at 8 P.M. SHARP! Be sure to be on time in order to receive credit.

These meetings are conducted for you. Be sure to make comments and ask questions on any subject relating to safety, your union, your apprenticeship or otherwise. When asking questions or making comments, try to stick with the subject under discussion. This way other apprentices and the speaker can help you and understand your point. Some of you have good new ideas and suggestions which would be of benefit to all if they could be understood and heard, so speak up and contribute to yourself and your apprenticeship program.

There are a few apprentices who are not keeping their names on the out of work list when they are not working and not taking them off when they are. Also, some apprentices are not sending in a time card **each and every** month. Every apprentice must follow both of these rules and the sub J.A.C. will be calling in those who don't for a talk, and . . . Save yourselves a reprimand and possibly a work suspension by following all the rules. If you have any questions about the rules or just want to say hello and check hours, call me at any of the offices or at home (No. 707-539-1211) any time.

There are some of you who started new in the program this fall and were unable to receive unemployment insurance when you were laid off. You should be

sure to go back and reapply February 1st, or soon after, because your earnings in July, August, and September of '72 will then be counted for the first time toward benefits, and you may **now** be able to collect.

## It Helps To Keep Address Up To Date

By **R. HOBBS, Coordinator**  
ADDRESS AND PHONE NO.!!!

—IMPORTANT?? — The importance of keeping your mailing address and phone number current can't be overstressed. If we can't contact you—we can't service you.

In some cases, an incorrect phone number can cost you that job you have been waiting for. For example, when the dispatcher has a job order for an apprentice, and you're first on the list, just the man for the job; but when he dials your number, all he can get is a recording of the telephone company's and an operator who has no new listing; what does the dispatcher do? What else, he goes to the next man on the out-of-work list.

Not only is that phone number important, but so is your address. Without a correct address it is impossible for the administrative office in San Francisco to notify you of the meetings that you are required to attend. Safety Meetings are prime examples of this. A majority of apprentices who miss a Safety Meeting, do so only because the notice of the meeting was sent to an old address.

When you move or change your phone number, take the time to call your coordinator or your dispatcher and let them know what your new phone number and address are. It's well worth the time taken.



JOB STEWARD & SAFETY COMMITTEEMAN COORDINATOR, Jerry Martin, addresses apprentices at the monthly safety meeting at the

Oakland Hall. Oakland apprentices consistently express an avid interest in the workings of their union.



## Golden Gateway Builders Begin Final Phase: Two Towers, More Apartments, Promenade

By A. J. "BUCK" HOPE,  
Financial Secretary and District  
Rep. and Business Agents  
BILL PARKER & DON LUBA

SAN FRANCISCO—Within the next few weeks, the Golden Gateway Center Partnership will start construction on:

- Two 25-story towers, containing 484 apartments, and 34 town-houses, a street level arcade and parking facilities on the full block bounded by Pacific, Jackson, Davis and Drumm Sts.

- Two additional apartment buildings, containing 640 units, along with 141 townhouses and a street-level shopping arcade facing Sydney G. Walton Square on the two blocks bounded by Broadway, Front, Pacific and Drumm.

- Expansion of Walton Square itself, a two-acre grassy park, to provide a promenade lined with outdoor cafes and shops.

- More tennis courts, of international tournament calibre, to be built along the Embarcadero, along with a recreational building.

The projects will constitute the final \$44.4 million phase of the 20-acre renewal development, reports the San Francisco Redevelopment Agency. The plan was recently cited by the California Council, American Institute of Architects, as an outstanding contribution to urban design.

The \$44.4 million final phase of residential construction is expected to provide at least 1250 man-years of on-site construction work and approximately 50 new permanent jobs.

When finished, the center will contain more than 2500 apartments in eight major buildings—five 25-story towers and three 22-story rectangular buildings—all spaced over seven full city blocks. More than 40 per cent of the total project area is devoted to plazas, parks and other spaces open to the public and filled with sculpture and fountains, while people live and work on bridge-connected plateaus high above street traffic.

One per cent of the construction costs is being set aside to provide additional art works and similar facilities for public enjoyment. The developers have also agreed to put "a significant contribution" toward completion of the portion of Embarcadero Plaza between the Clay and Washington St. freeway ramps to produce a major urban park.

The Redevelopment Agency, meanwhile, will sell the remaining three blocks for \$2,722,692.85—a price which has the concurrence of the U. S. Dept. of Housing & Urban Redevelopment.

The Western Division of Perini Corp., San Francisco, which has performed all existing construction in the center, will be general contractor for the new buildings.

A 101,000 sq. ft. site at the northeast corner of Fifth and Howard Streets, now occupied by a parking lot, has been purchased for more than \$2 million by an El Segundo developer who is constructing a regional computer center for long term lease by Crocker National Bank, according to Coldwell, Banker & Co.

Some one thousand jobs will be created at the downtown San

Francisco facility when it goes into operation next winter.

Charles H. Lundquist, Continental Development Corporation principal, acquired the property from George D. Hart, Inc. A seven-story, 400,000 sq. ft. structure designed for data processing and business offices has been started.

Total value of the project is estimated at more than \$20 million.

A bill to require the California Highway Commission to appropriate funds to reconstruct the Doyle Drive approach to the Golden Gate Bridge has been introduced by Assemblyman John Foran (D-San Francisco). Calling the Doyle Drive approach to the bridge "blood alley" and a form of "Russian Roulette," the legislation would mandate the immediate funding of the long overdue project.

"We have been trying to get Doyle Drive improved since the end of World War II. The Highway Commission's blatant and continuous disregard for the safety of our motorists who risk their lives on Doyle Drive borders on criminal negligence," Foran charged.

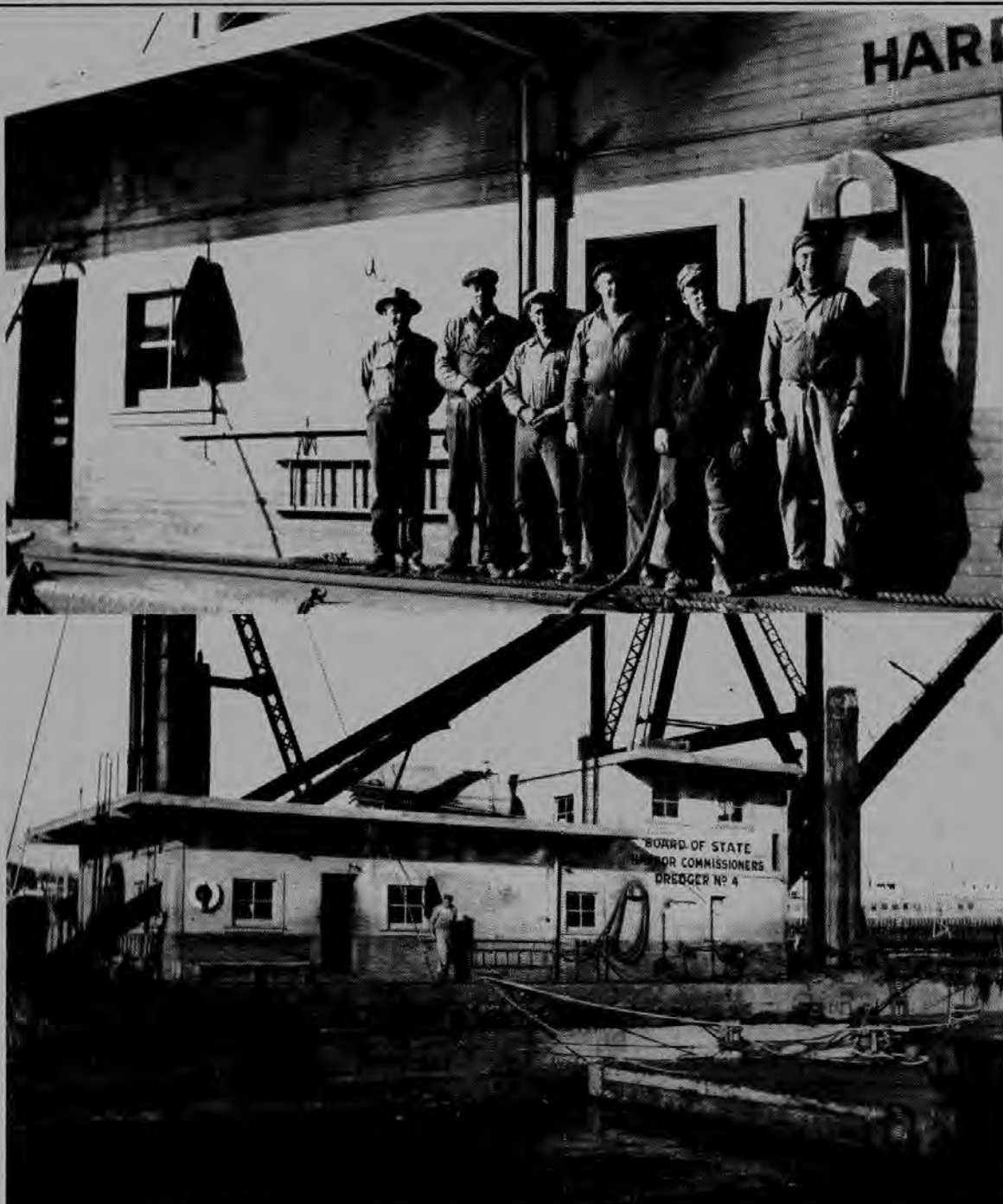
"We have had 17 fatalities since 1969 and 409 accidents since 1967 on this short stretch of road. In the past week there were two fatalities in this death trap. The 10 foot lanes are very dangerous and indeed are substandard. It is inexcusable that the Highway Commission keeps stalling this critical project when over fifty million vehicles are exposed to the dangers of this substandard bridge approach each year," Foran declared.

Foran's bill calls for the widening of the lanes to the Interstate Highway Safety Standards of 12 feet; the construction of a concrete median barrier to prevent head-on collisions along with the reconstruction of safe and adequate merging lanes. Foran noted that the Division of Highways already has the plans prepared for the improvements, but that the Highway Commission had delayed program funding until the fiscal year of 1976-77.

"There is no excuse for a state with almost one billion dollars in highway project money to delay such a vitally needed safety improvement that won't cost more than \$14 million. When so many lives are at stake, the time for action is now," Foran stated.

"Not only is the existing roadway suicidal," Foran said, "but it is one of the major traffic thoroughfares in the nation. Approximately 35 million vehicles traverse these lanes by way of Golden Gate Bridge traffic in addition to 15 million vehicles engaged in intracity trips. This represents a total of 50 million vehicle trips per year. There is no comparable roadway in California that has a greater claim on state gas tax funds than Doyle Drive."

District No. 1 has also passed a resolution in support of the new Embarcadero Freeway study which would tear down the existing highrise portion and go underground passed the waterfront to tie the Southern Freeway into the Doyle Drive access. A meeting was held on Feb. 22 and members were encouraged to attend and voice their support. We'll have a report for you in the next issue of **Engineer News**.



OLD DREDGE NO. 4 CREW back in 1946 included (l. to r.) Brothers Carl Hedlund, Al Staff, Eddie Ruggiero, Eddie Beeler, Ernie Adkins and Ira Warren. Below is an overall shot of Dredge No. 4, a good job and a good place to be for a number of Local

Union No. 3 Brothers since 1928. In the bottom photo T. J. "Tom" Stapleton, Rec.-Corresp. Secty. points out the "big day" of Brother Al Staff's retirement to A. J. "Buck" Hope, Financial Secty. and Dist. Rep. as Brother Staff looks on.

### Job Lasted 31.5 Years

## R-Day Set For Steam Dredge Brother

Brother Alfred W. Staff of Daly City, California has set the date for his retirement—March 1, 1973. A 31½-year member of Local No. 3, he has worked on Dredge No. 4 on the San Francisco waterfront for the Port Commission for 31½ years. "It's been a good job, I'd do the same thing all over again," he said during a recent visit to Local 3 headquarters in San Francisco, however, his retirement plans are a little different. He and his wife, Agnes, will soon embark on a journey around northern Europe, especially the Scandinavian countries, and look forward to some trips in this country in their camper.

Brother Staff's already logged in a lot of travel time, while in the U.S. Navy during the 30's and before that as a Merchant Mariner when he went around the world twice.

Of the places visited he recalls the East Indies, Singapore, Egypt and India as the most memorable, and is especially pleased to have visited the Taj Mahal, remembering it as outstandingly beautiful.

After sea duty, Brother Staff worked as a carpenter for Local 22, later being brought into Local 3, Operating Engineers in June of 1942 by Pete Vanderwert. Starting out as a deck hand on Dredge No. 4 (the only steam dredge still in operation on the West Coast,) he continues his work there as Head Dredge Leverman until March 1st.

Brother and Mrs. Staff, who raised three sons here, will keep Daly City as their home port and the good wishes of all the officers and members of Local 3 go to them for a well deserved retirement life full of happiness and satisfaction.



## Downtown Looks Attractive

# Big Hotel Chains Seek Sacto Sites

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

Since 1924 when the Hotel Senator was completed, Sacramento community leaders have made a score of attempts to land major new downtown hotels of sufficient size to attract conventions and their money-spending delegates.

1973 may see the end of that thirty-year drought. Hilton Hotels and Pacific Southwest Airlines Hotel Corporation are well along in negotiations for construction of 300 room hotels at opposite ends of the K Street



Ralph Wilson  
Hilton Hotels and Pacific Southwest Airlines Hotel Corporation are well along in negotiations for construction of 300 room hotels at opposite ends of the K Street

## Training Time Useful

By HARLEY DAVIDSON

Due to the heavy rains, work has practically come to a standstill. Monterey area seems to be the busiest of all areas, keeping several of the Apprentices busy.

The Repair Shops are starting to close their doors on account of the heavy rains and this puts more Apprentices out of work.

Richard Myer, Clayton White, William Vincent, Dicanzo Anthony, John Zamora, Alonzo Torres, Roberto Gonzales, Tom Minghetti and Rudy Perez are signed up to go to the Rancho Murieta Training Center on January 15th. They are taking advantage of the rainy weather to get their training period in and not lost time from work later on.

We do hope that the next report will state that all the Apprentices are working. Our San Jose Sub J.A.C. Committee has been very busy lately as so many of the Apprentices have been missing the Safety Meetings and this causes more work for the Committees.

We are asking all Apprentices to be sure to attend all Safety Meetings, this is part of your obligation and also to attend all meetings in your area.

Please feel free to call me at my home, evenings and weekends, 724-5490.

## Seat Time Is Gained

By NICK CARLSON, Coordinator

**Rain Slows Work in Fresno-Modesto Area**—With more than double the normal amount of rainfall in the Modesto and Fresno areas, work for the apprentices has been slow.

Syblon-Reid Co., of Folsom, Calif., have been operating on their slope restoration job on the Friant-Kern Canal, located east of Exeter. This job has been working all the hours that the weather will permit. Apprentices Delbert McAlister, Johnny Merriott, and Ray Ronnel, are working day shift, third period apprentice Bill Laney is on the second shift. There is a lot of equipment on this job, and these apprentices are getting some valuable experience.

Several apprentices have been attending Rancho Murieta Training Center for their required related training during the winter months.

Mall.

With the Sacramento Community Center as an enticement, chances are good that at least one of the two will break ground early this year. Both hotels could be well toward completion by the time the convention center opens in early 1974.

U.S. Representative Harold "Bizz" Johnson of the second mountain-valley district has had a long career in water development legislation, so when he speaks his fears of a future slowdown in reclamation projects, it is time to take notice. Johnson, who is chairman of the House Irrigation and Reclamation Subcommittee of the House Interior Committee, said in Washington, D.C. recently that reclamation is facing its darkest era. This is a chilling remark. The multipurpose works financed by the federal government throughout the West since the turn of the century largely are responsible for the high standard of life westerners enjoy. Without the water, the electric power, the flood control, the recreation potential, the fish and game resource improvements, the quality of life in the rugged states of the West could be dreary indeed. Johnson commented that the reclamation programs are under the greatest pressure he can remember since he first became active in supporting the Central Valleys Project in California in the 1930's. Already the Nixon administration has slowed the granting of funds for such works. This, coupled with the growing attacks in the court and in the legislative halls against traditional water projects, is creating a crisis of enormous proportions. The halt in reclamation work would have a crippling effect which could lead to higher costs for the essentials of economic life, water and power, and ultimately be reflected in the price of food. It may be there is justification for greater emphasis on preplanning of water projects to avoid unnecessary adverse environmental impacts, but to abandon them completely would be costly. Those who are opposed to the multipurpose benefits of reclamation projects should consider another impact — the ultimate rise in the cost of living.

A 20-million dollar apartment and tennis club complex, a mul-

ti-million dollar office cluster and a major motel will be among the construction projects to get under way this year in Point West. Also a good possibility is a 52-acre regional shopping center. Point West is the 230-acre property between Cal Expo and the Arden Fair Shopping Center. Construction is scheduled to begin during the month of January on the first phase of the 34-acre Point West Tennis Club. The development will ultimately include 940 apartments, two elaborate clubhouses and eight tennis courts.

Ground was broken last week for St. Charles Place, a luxury townhouse development on a lakeside site in Campus Commons. Kimmel Construction Company will be the general contractor.

Granite Construction was awarded a contract in the amount of \$204,088.55 for road construction on Bradshaw Road in Sacramento.

## Tight Squeeze

(Continued from Page 1)

pipes were already installed in the bore, leaving minimal clearance for the load.

Bigge's operations on the installation were directed by Ed Cusick, Bigge trucking superintendent. Prime contractor on construction of the diversion tunnel is Ball-Granite.

## Special Card Discontinued

By JOHN BECERRA

The rains are still keeping all our jobs shut down and some of our men are taking advantage of the weather to fulfill their obligation by attending R.M.T.C. Again, we remind you, who haven't attended, we have the best facilities, instructors, housing, and food waiting for you, and it's free.

As of the 1st of January, the special payroll card (40¢) has been discontinued. You only have the daily time card to mail in. Don't forget to have your employer evaluate you when he signs your card. It is important that it be made out correctly or you won't be getting credit for that month. Also, be careful of over submitting. We've had quite a few of these, too, not getting credit for hours worked.

Last month we forgot to mention that Charles Kearns, 1st period apprentice with Murata Bros., was hospitalized. He is up and around now, so, my apologies Chuck. Also, we received word that Gary Lopez, 4th period apprentice with Granite, was hospitalized. He, too, is up and around now, so to both of these men, we are all glad to know everything went well.

Our last safety meeting was 75% attended. The next one will be on February 1st and we hope the 25% will think about joining the rest of us. These meetings are mandatory, and you should start attending the district meetings and semi-annuals, as well. You will also be called on "Town Meetings." These meetings are informal but will benefit you because their purpose is to keep you informed on your health and welfare and pension programs. Whenever you are called, make every attempt to be there.

Safety is a full time job, so be careful. We have work to do.

## 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
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 preceding 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.

## Utah Educator Visits Rancho Murieta Training Facility

By JOHN THORNTON

Mr. Jay Nelson, President, Utah Technical College, Salt Lake City, recently made a personal visit to inspect the facilities and classroom activities at the Rancho Murieta Training Center. The purpose of his visit was the annual approval for off-campus site training required by Utah State Apprenticeship regulations. Administrator Jack McManus accompanied him on the tour.

President Nelson wasn't too impressed with the snow on his way from the Sacramento Airport to the Training Center (after leaving eighteen inches of it in Utah) but stated that he was very impressed with Rancho Murieta. He not only viewed the regular apprentice related instruction, but also had the opportunity to visit the teacher training class.

President Nelson extended his thanks for the invitation and told the Utah Joint Apprenticeship Committee that it was a very informative and interesting visit.

The few apprentices working at present are mostly employed in shops, structures and tunnels. The wise apprentices are taking ad-

vantage of the slow-work season and are getting their training at the Ranch.

Town Meetings are being held weekly for both journeymen and apprentices throughout the State of Utah and Local No. 3. These meetings are for the purpose of giving members the opportunity to ask questions, on a more personal basis, regarding Union structure, JAC policy, fringe benefits, etc. In areas where a number of apprentices live or work, Town Meetings are being held for apprentices only. However, in most instances, both journeymen and apprentices are invited to attend.

Coordinator John Thornton's home telephone number is (801) 756-4915 and he will be glad to answer any questions you may have on apprenticeship.

## Short Quip

Sign in a factory supervisors office: *Caution—be sure brain is engaged before putting mouth in gear.*



## State AG Now Against Melones Dam

By **WALTER TALBOT,  
AL McNAMARA and  
BOB SHEFFIELD**

On again—off again fairly well sums up the situation concerning the construction of New Melones



Dam, State Attorney General Evelle Younger, gubernatorial aspirant, has been the latest one to side with the conservationists in delaying the awarding of this major project that will effect the livelihood of many Operating Engineers. Apparently the "white water" that a few rafters use in the vicinity of Camp 9 is the stumbling block now responsible for the delay of the project. It's a shame these rafters are not around to ride the white water when the levees of the delta islands break and inundate thousands of acres of farm land. Because the U.S. Army Corp of Engineers has not yet lost a proposed project to those seeking to halt all construction, we still have hopes this project will be awarded and started in the too distant future.

As to the completion of Interstate 5 in San Joaquin County, every effort by your Local Building Trades Council, Stockton Chamber of Commerce, City and County officials in appealing the need for accelerated construction of this project is being made. This group has presented a well-documented case for getting 5 back on schedule following a recent slip of 10 months because of a variety of reasons. Stockton is the only major city in California where no alternate connectors permitting traffic to change from one freeway to another have been made.

The Construction work in this district is limited to shop repair work and some field work as the weather permits. A few new contracts have been awarded in the district but any involving earth moving will probably not get underway in earnest until March.

Modifications and expansion of the Stockton Sewage Treatment Plant was responsible for four contracts being awarded, with more to come. The successful contractors were Lomar Corp. on the Main Water Quality Control plant, Caputo-C.O.A.C., a joint venture on the modification of the existing plant, Myers Const. Co. for a \$94,293 repair job and C. Norman Peterson for the sludge lagoons and pumping station which entails excavation and backfill. The bid price for this contract was \$295,767.

A general purpose building at the new Delta College site, north of Stockton will be bid in early February with an engineer's estimate of \$5 million.

By **BOB SHEFFIELD**

IN THE MODESTO DISTRICT, Ernest W. Hahn, Inc. has submitted designs to the Modesto Planning Department for a \$25 million shopping center in northwest Modesto. Five major department stores and a two-level mall covering 1.23 million square feet of floor space are features of the proposed shopping center. Hinging on a major Freeway 99 project accelerated by Hahn's offer of \$1 million to the State, the shopping center could be completed by the fall of 1975 coinciding with the Freeway opening. The site Hahn has selected covers 93 acres between

See MORE STOCKTON Page 14

## Times Must Get Better!

# Oakland Still Needs Accelerated Work Load

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

Work in the southern Alameda County is slow as winter begins to pass. We still have Peter Kiewit & Sons working on Highway 17 through Fremont. At this time they have only 8 Brothers working and will complete that project within a couple of months.

The only other Fremont project in this area has just been

completed this past month. That was by Piombo through Livermore. We are now looking forward to the last section of Highway 50 from Dublin to Hayward.

There will be many meetings held by the Dept. of Highways this coming year. We hope to have many Brothers attend these meetings which will deal mainly with environmentalists and ecologists.

In Hayward the City has approved final plans by the State for approximately 1 mile of freeway from the San Mateo Bridge to Highway 17, with on and off ramps at Hesperian Blvd. This project will be let sometime next spring.

The Brothers at Pacific States Steel in Niles are enjoying the second increase this year in wages. This is due to a cost of living guarantee put into that

contract a year ago. The cost of living guaranteed 12½ cents per hour in addition to the regular contract increase. This is proving to work very well for those Brothers at the Forge and Mill.

The Ohlone College project in Mission San Jose is still in Phase II and not many Brothers working on that site. As this project moves into Phase III we will have many Brothers working on underground and some paving this spring.

The Alameda Creek project of R. D. Watson is now well underway. They are to move 500,000 yards of mud and have subbed some of the work to Dutra Dredging Company. At this time Dutra is working three shifts and the Watson employees on Draglines are getting a little overtime.

Silver Pines Golf Clubhouse

was destroyed this past month and plans for a new one are now under way. However, this has not affected the course, and Brothers working there have not missed too many days this season.

About the only bright spot in the Central Contra Costa County area is the California Division of Highways is calling for bids for an estimated 8.8 million dollars worth of work to widen Interstate Highway 680 from four to six lanes from Walnut Creek to Danville.

Bids will be opened March 7, 1973.

Contra Costa County is putting in \$121,000 as its share of the Right of Way Cost for two additional ramps.

The widening will be accom-

See MORE OAKLAND Page 15



MAKING READY FOR BIG SHIPMENT of Allis-Chalmers' HD-41 (top left) is Consolidated Equipment's maintenance crew (left to right) Ted Fellrath, Ernie Babcock, Leon Remstedt and Carl Landrum. To meet highway weight specifications, the HD-41 was stripped of all attachments and shipped separately. The loading operation was performed by Brothers Carl Landrum and Ernie Babcock. Bidding a big

"Aloha" to a giant machine (bottom right) the entire crew of Allis-Chalmers is (l. to r.) Al Chicago, Herman Kreinhop, Fred Piffe, Ernie Babcock, William Ladd, John Crawley, Ed Macias, and Lyle Heide-man. The HD-41 is going to Kalua, Hawaii where it will be put to work for Morrison-Knudsen & Company.



## State Safety Chief Orders Construction Crack-Down

Sacramento—Richard Wilkins, recently appointed chief of the State's Division of Industrial Safety, has ordered a review of safety records of all of California's construction industry firms.

The review is an important part of a program being launched by Wilkins to keep closer watch on safety records of employers in general and to press for special measures to clean up workplaces where injuries to workers repeatedly run above average.

Those firms with injury rates which are deemed unacceptable in the division's eyes will be placed under special safety review.

As for construction companies in particular, "those that don't measure up to acceptable safety performance are being referred to the Contractors State License Board for investigation and possible disciplinary action," Wilkins said.

If any injuries to employees of these construction firms were caused by violation of safety orders then the contractors involved will have their licenses suspended or revoked, he continued.

"Contractors in California by and large are conscious of safety laws and the importance of protecting their workers. But the industry has a few employers with only a marginal interest in safety, and we mean to eliminate that attitude as forcefully as we can," Wilkins said.

Construction is considered a high-risk industry, and its workers suffer the highest disabling injury rate of any of the nine major industry groups in California, he said.

Wilkins announced the review of employer safety records in an end-of-year statement summing up the performance of Industrial Safety since his appointment as chief of the division last Oct. 16.

Wilkins said it is vital that his staff work now with employers whose safety records are poor, because the State's plan to implement the Federal Occupational Safety and Health Act (OSHA) is nearly completed. The U. S. Secretary of Labor's approval of the plan can be expected early next year, and OSHA probably will go into effect about mid-1973.

"Firms with marginal safety records must be alerted now for

the strictest compliance with safety laws under OSHA," Wilkins said.

"The Division of Industrial Safety is also preparing for OSHA with vigor and effectiveness. The field staff of safety engineers has been augmented, and we have opened five regional headquarters that can move quickly to correct imminent workplace hazards and to investigate accidents."

Wilkins said that State safety engineers are emphasizing in-plant inspections at workplaces needing it most, based upon records of safety performance. When OSHA goes into effect next year, all inspections will be dictated by an index of safety performance now being developed, based upon the firm's record, industry averages, and other objective factors.

"Our efforts to make California workplaces safer touch the lives of nearly everyone. So, millions of people have a vital concern in what we do. Our success means fewer job injuries and deaths, and the record of industry in recent years proves that most employers are safety conscious. Maximum safety consciousness among all employers is the State's goal," Wilkins said.

## Labor Leaders On Productivity Panel

The National Commission on Productivity was reconstituted with a full labor membership as President Nixon recently announced the appointment of five union leaders to the labor-management-government panel charged with studying ways to improve economic growth.

Rejoining the commission were AFL-CIO President George Meany, AFL-CIO Secretary-Treasurer Lane Kirkland, and Iron Workers President John H. Lyons, all of whom resigned last March.

Also named were Railway & Airlines Clerks President C. L. Dennis and Seafarers President Paul Hall.

Continuing on the commission are Steelworkers President I. W. Abel, Teamsters President Frank Fitzsimmons and UAW President Leonard Woodcock.

## Labor Shorted In Naming Of Commissions

After the passage of Proposition 20, the coastline initiative in November, there were 45 appointments to be made to six regional commissions and the statewide commission.

Labor was virtually frozen out of representation, as only two labor-oriented appointments were made by any of the three appointing authorities.

Assembly Speaker Bob Moretti named Walter W. McHugh of Eureka, secretary-treasurer of the Humboldt-Del Norte Counties Central Labor Council, AFL-CIO, to the North Coast Commission.

The speaker also named Allan S. Ghitteman, Ventura attorney who was supported by organized labor in his district, to the South Central Coast unit.

Governor Reagan also had 15 appointments to make as did the State Senate Rules Committee.

Moretti, too, had 15 appointments. The commissions will be empowered to regulate building development along a 1000-yard strip of land adjacent to the coast by granting or denying construction permits. They will also draft a coastline conservation and development plan for submission to the state legislature in 1976.

In addition to the 45 appointive members, the various regional commissions are made up of people selected from the membership of local government bodies in the regions.

Six of the 12 on the statewide commission are designated from the membership on the six regional commissions.

In turn, the regional commissions, cumulatively, will have 39 members derived from the boards of supervisors, city councils, Association of Bay Area Governments, Association of Monterey Bay Area Governments, Southern California Association of Governments and the San Diego Comprehensive Planning Commission.

The commissions embrace communities in 16 coastline counties.

## Men, Women Are Equalized Under Early S. S. Retirement

You hear a great deal nowadays about women lacking equality with men, but it's been the other way around in figuring benefits under social security, according to J. Leland Embrey, social security manager in San Francisco.

"For example," Embrey said, "a woman of 65 who has always

earned the maximum amount that could be credited for social security would get about \$269 a month if she retires now. But a man—who is the same age and has exactly the same earnings—would only get \$259."

The new social security law will eliminate that difference over the next three years, he said.

At present, benefit amounts for both men and women are based on average earnings, but average earnings are figured up to age 62 for women and up to age 65 for men.

"Both men and women can strike out some years of low earnings, but because of the different ages are used it works out that men must use three more years of earnings than women do in figuring the average yearly earnings on which the monthly benefit rate is based," Embrey said.

Under the new law, men who reach 62 in 1973 will be able to drop an additional year of low earnings, men reaching 62 in 1974 will drop an additional two years, and men reaching 62 in 1975 will drop an additional three years.

Also, reduced benefits will now be provided for nondisabled widowers at age 60, as is now the case for widows.

## Hand, Machine Copy Approved

If you didn't or don't receive three copies of your W-2 form from your employer, don't worry about it.

The State of California will accept figures from the form reproduced by yourself or a machine copy of it for attachment to your state income tax return.

The State Franchise Tax Agency put out this word today because many employers have issued two instead of three copies of W-2 forms to their employees.

These employers, it was explained, either did not know or did not receive word in time that three copies should be issued this year because the state now requires a W-2 form with tax returns.

## We Get Letters!

Dear Sir:

In appreciation I write to you this day, an effort to say "Thank you." I'm not sure if anyone has ever bothered to express their appreciation. I feel deeply obligated.

Just recently my wife had to undergo surgery for the removal of her right lung. She is recuperating beautifully and her prognosis is good.

You can well realize the cost of such surgery, doctors, etc. Well, because of the foresight and efforts put out by you and your staff, I've been able to have excellent care for her.

So, to you and your staff I say Thank you. From an extremely grateful brother member.

Respectively,  
Phil Ehrhorn,  
San Mateo, Cal.

Dear Sir:

My husband, Bill Dietsch, has been quite ill the most part of 1972, having had major surgery twice. It is the year 1973 and he is still gravely ill.

I want to thank you for negotiating for the outstanding Health/Welfare coverage and Prescription Drug Plan. Without this coverage I cringe to think of what a financial burden his illness would be.

Also, I have urged many of our

friends who are members of this union to support it full-heartedly and to support the Credit Union in which we have shares.

Once again, Mr. Clem, thank you for being the leader of this great organization.

With sincerest best wishes for the new year, and many years to come, I remain,

Sincerely yours,  
Mrs. William Dietsch  
San Rafael, Cal.

## Bell System Coaxial

### \$70 Million Utah Link Due In July

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

The installation of a 22-tube coaxial cable from Brigham City to Dinner Station is part of Bell



Tom Bills

System's new \$230 million transcontinental network between Boston and San Francisco. Santa Fe-Curran Company has been awarded the contract for the 230-mile, \$70 million link.

The cable will move westward from Brigham City to Dinner Station (35 miles north of Elko) and is scheduled for completion by mid-July.

The Brigham City-Dinner Station segment is one of four between Utah and the Bay area. The three other sections will link up in January, 1975, with an initial 36,000-conversation capacity.

In addition to the usual method of burying the cable in a four-foot deep trench, AT&T also plans to use a new method of plowing four-inch corrugated plastic tubing into the ground, thus forming a conduit system through which the cable is pulled. By disturbing less ground area, the construction will leave less of a scar on the landscape. Burying the cable also shields it from both natural and man-caused disasters. Prefabricated concrete manholes will be imbedded at one-mile intervals along the 230 mile route. Electronic repeater equipment will be installed at two-mile intervals, amplifying the 36,000 telephone connections. However, when the future demand calls for increasing the cable system's capacity, additional electronic repeaters will be installed thereby using the manhole installations currently being installed.

Brigham City is the site of a Bell System Communications center and a primary junction between the Pacific Northwest and Intermountain Area. Another center has been completed at Dunnigan, California, linking the Sacramento area and the Northwest. Between Brigham City and Dunnigan will be four power-feed stations, one of which is currently being built at

Lucin in Box Elder County.

A few of the jobs in Central and Southern Utah have managed to keep going despite heavy snow fall and sub-zero temperatures.

Western Rock Products Company has maintained steady production at their crushing and washing job and have recently added a portable batch plant at the job site.

Utah International has continued to operate through the winter months, but Mondays have been slow getting started after the equipment has sat idle on weekends.

S. A. Healy Construction at the Currant Creek Tunnel is working a reduced crew and hope to do some of the concrete lining soon.

Sumsion Construction has a small crushing job at Duchesne, trying to stockpile some material for next season.

The Stauffer Chemical plants in Poshon and Vernal are working full crews. Orders for the material seem constant which helps to keep the brothers at these plants employed.



## Obituaries

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

Acquistapace, Ben (Ben L. Son, Jennie, Wife)	12-5-72
7030 E. Woodward, Manteca Calif.	
Arellano Juan	12-3-72
691 "B" Street, Lincoln, Calif.	
Avilez, Daniel A. (Margaret, Wife)	12-12-72
1699 Brookside Drive, San Pablo, California	
Batista, Gerald (Sylvia, Wife)	11-28-72
270 Avocet Ct., Foster City, Calif.	
Bruce, Clarence (Inez, Wife)	12-25-72
9328 E. Street, Oakland, Calif.	
Burch Henry (Melody Royal Daughter)	12-11-72
1815-90th Ave., Oakland, Calif.	
Caldwell, Ralph (Marjori, Wife)	12-16-72
11857 Cottage Hill Dr., Auburn, Calif.	
Champion, Russell (Dorothy, Wife)	12-25-72
Box 261, Clearlake Park, Calif.	
Cullum Vannie (Gladys Wife, Vannie L. Son)	12-11-72
12467 Pioneer Ave., Oakdale, Calif.	
Farrer, Wayne (Lucille, Wife)	12-3-72
6599 Finnell Rd., Yountville, Calif.	
Griffitts, Tom (Ona, Wife)	12-26-72
4145 Walnut Dr., Pleaston, Calif.	
Grimshaw, Roland (Frances, Wife)	12-18-72
Star Rt. Box 104, Slaughterhouse, Calif.	
Hamilton James D. (Irene Wife)	12-10-72
3631 Pioneer Lane, Redding, Calif.	
Hoglan, Charles (Inis L., Wife)	12-1-72
752 Fig Lane, Newman, Calif.	
Horne, Elbie (Gladys, Wife)	12-14-72
111 Euclid Ave., San Bruno, Calif.	
Hunter, Fred (Richard, Son)	11-24-72
Box 143, Silver Springs, Nev.	
Kitchen, Orin (Myrtle, Wife)	12-24-72
1974 La Frombaise, Enumclaw, Wash.	
Mantooth, Donald (Jessie, Wife)	12-1-72
118 Spring Grove Ave., San Rafael, Calif.	
Miller, Clyde (Mary S., Wife)	12-17-72
3939-57th St., Sacramento, Calif.	
Morris, C. E. (Estelle, Wife)	12-21-72
290 N. Frances St., Sunnyvale, Calif.	
Padillo, P. B. (Mary, Wife)	12-18-72
727 Manzanita, Sunnyvale, Calif.	
Perricelli, Joseph E. (Rose, Wife)	12-20-72
2042 Glen Una Ave., San Jose, Calif.	
Powers, Walter (Thelma, Wife)	12-15-72
906 Donaldson Way, Vallejo, Calif.	
Railing, Robert (Elsie, Wife)	12-13-72
2102 Fremont St., Monterey, Calif.	
Schofield, Thomas E. (Larry, Theresa, Danny, Children)	12-22-72
850 Olive Ave., So. San Francisco, Calif.	
Shanklin, T. D. (Helen, Wife)	12-27-72
Drawer R., Lockeford, Calif.	
Shupe, Bryant (Tressie, Wife)	11-30-72
P. O. Box 378, Anderson, Calif.	
Smith, Everett (Ethel, Wife)	12-16-72
1632 W. Mountain, Kernersville, Calif.	
Speck, Vernon (Lena J., Wife)	12-11-72
10188 So. Peony Way, Sandy, Utah	
Stover, Theodore (Verna, Wife)	11-22-72
9289 Skyway, No. 3, Paradise, Calif.	
Tingley, Robert (Wilma, Wife)	12-11-72
1960 Anza Road, Aromas, Calif.	

### DECEASED DEPENDENTS

Haley, Lucille—Deceased December 27, 1972  
Deceased Wife of Carl Haley

## More San Jose Report

(Continued from Page 4)

in the agreement that provides for arbitration. The expense to Local 3 of an arbitration of this type will be a minimum of \$850. As the agreement provides, Local 3 and Kaiser then each struck two names from the five man list of arbitrators. The arbitrator remaining was Sam Kagel, and he arbitrated our grievance. The arbitration was held at our San Francisco Office, with Local 3 represented by Larry Miller, our house attorney. Members present included Stewards, Johnny Brown and Earl Eversizer, former leadmen, Earl Bonner, John Dwyer, and Manuel Vierra. "Junior" Avalos had to cancel out at the last moment, his wife was ill. Louis Lashley also attended. Witnesses included a previous District Representative, Bob Skidgel. Bob is presently Apprenticeship Coordinator in Hawaii. Al Clem arranged for his presence at this arbitration. Buck Hope, our Financial Secretary and District 01 Representative, was also available. As you know, he was San Jose District Rep. and a former Representative at Kaiser Permanente. Bob Mayfield, our present District Representative, in San Jose, was

present. Business Rep. Mike Kraynick appeared as witness, as did this writer. Members from Kaiser who appeared as witnesses included Johnny Brown, Earl Eversizer, and John Dwyer. Representatives for Kaiser Management were Jim Anderson, John Keith, Joe Walton, Don Mitchell, and attorney Bob Allen.

Please read the next words carefully—One of the items of controversy to be decided will be whether past practice can be enforced. We don't think anyone on either side will deny that we have had leadmen for years as past practice. However this arbitration goes, we all should take a good long look at what value past practice is to us in our future relations with management. The decision in this arbitration will carry a message to all of our Kaiser members, in Foil Plant, Mills, Yard, Rock Plant, Quarry, Natividad, and the Refractories.

We will address you regarding our changing relationship with Kaiser at our quarterly District Meeting, March 22, 1973. You'll get a personal message from me reminding you of this meeting. Many of you are expecting to attend.

## New Worlds To Conquer!

# Redding Mall Nears Dedication Stage

By KEN GREEN and  
BOB HAVENHILL  
By KEN GREEN

Completion of the new Dicker's Department Store, forecast for April, will fill in the largest remaining gap in the Redding's mall project and will probably mark the time for grand opening of the Mall. Steel girders outlining the structure of the new 65,000 sq. foot building, estimated to cost about \$2 million by the time it is outfitted for selling, are now in place. The walls are going up block by block. Beneath the building concrete finishing work in being done on a \$550,000, 147-space parking lot. Snow and rain have set back the building construction schedule somewhat, but workers should make up for lost time on fair-weather days. The cost of constructing the building itself is estimated at \$1.2 million.

After the new Dicker building is completed, the old Singer building at the corner of Yuba and Market will come crashing down and a new one built. Com-down and a new one built.

A huge K-Mart Department store—the largest store yet planned for Redding—an Albertson's Food Store and a big drug store are planned for a multimillion dollar shopping center south of Cypress Avenue at Hilltop Drive. C&L Development Corp. of Bellevue, Washington, plans to develop and build the shopping center and lease space to K-Mart, Albertson's and a drug store that developers don't want to name. Construction is scheduled to begin when it quits raining in the Spring. S.S. Kresge Company plans to build an 84,000 square foot K-Mart store in the complex were confirmed by regional real estate manager for Kresge. And a spokesman for Albertson's headquarters in Boise, Idaho, said "it's a good bet" that the chain food store with 246 markets on the west coast will open in Redding. It is also anticipated construction of the big store would begin in May or June of 1973.

Two new bridges are being planned for Shasta County. Together they will cost \$2.3 million. A \$1 million bridge is planned across Clear Creek west of Redding. A \$1.3 million bridge will cross the Sacramento River south of Redding. It will be a new bridge linking South Bonnyview Road with the Bechelli Lane-Interstate 5 interchange south of Enterprise. South Bonnyview will be extended one mile east as part of the project.

The new Placer Road bridge also qualified for State Division of Highways funding because the present one was declared deficient following a State Bridge Department inspection in mid 1971. "It comes under a bridge inspection program for which \$250 million are available nationally for deficient bridges." Preliminary specifications call for a 750 foot long, two-lane bridge to be built south of the existing Placer Road span. It would be 32 feet wide, or 20 feet wider than the present one-lane bridge which was built in 1920 using some old piers from an even older bridge, which it replaced. The new Sacramento River bridge is called for in both Redding and the county master plans. It would connect Interstate 5 and Interstate 5 business loop about a mile south of Redding City limits. The first freeway-business loop connection north of Anderson is Cy-



AT WORK OR PLAY Operating Engineers strive to be the best. Above photos are of two brothers of the Redding area that manage to excell in both fields. In top photo Brother Jack Misner poses with the trophy he gained as "Outstanding Pitman for 1972" and the super-modified that helped him win the award. In the lower photo, Grievance Committee Member Hank Waits (left) toys with a bigger opponent in the Judo competition between the Chico-Cottonwood and Redding Judo Academies. Hank won the number two spot despite the fact that he had only been active in the Cottonwood Club for the past 18-months.

★ ★ ★

press Avenue in Redding. "The Sacramento River crossing is the most definite of the two" remarked the Deputy Public Works Director. Preliminary specifications call for a 1,200-foot-long bridge with a width of 34 feet, enough for two traffic lanes and a pedestrian walkway. The span will be designed with provisions for expanding it to four lanes in the future.

A low bid of \$1,250,000 was received in Sacramento submitted by C. K. Moseman Construction Company of Shingle Springs. The Division of Highways plans to replace a temporary Route 96 crossing of the Salmon River near Soames Bar with a steel girder bridge.

The project also calls for removal of the partially dismantled Blue Nose Bridge across the Klamath River.

Tommy E. Davis Construction Company, Inc., of Redding has apparently won the intersection contract to improve traffic safety at several intersections in downtown Redding for \$87,282.

By BOB HAVENHILL

Things are definitely slow this time of year in the Redding district; but they aren't necessarily quiet, as will testify Shasta County Public Works Director Richard Curry. He recently was called on to explain to the Shasta County Board of Supervisors why the newly completed (October 1972) Glenburn-Dana Road had deteriorated to the point that many residents of the area were complaining the road was in worse shape than before the \$780,000.00 improvements were undertaken. Mr. Curry blamed excessive moisture caused by unseasonable rains as the primary cause of the break-up of the surfacing material. However, the contractor feels that the County's substitution of road mix in place of asphalt paving is the sole cause of the trouble. The County with-

★ ★ ★

held funds from the contract which originally called for asphalt paving, and used somewhat less costly but decidedly less durable road-mix paving. It is the intent of the County to repave the road this Summer—the cost of repaving will be much more expensive to the taxpayers than if the contractor had been allowed to proceed as the design called for. This is a good example of Shasta County Bureaucracy.

Several Democratic Senators have recently joined a taxpayers' suit against President Nixon in order to force him to release the "frozen" highway funds. Let's all sit down and write our Representatives in Washington and Sacramento telling them our desires and give them our support.

Senator Fred Marler recently stated, "The receiving of one hand-written letter has the impact of the wishes of six hundred constituents." Following is a list of your Federal and State Legislators names and addresses. Please cut out and save them and get a letter off today to try to get these monies released.

STATE SENATORS Fred Marler, P.O. Box 2297, Redding 96001  
Randolph Collier, 206 4th St., Yreka 96097

ASSEMBLYWOMAN Pauline Davis, P.O. Box 1071, Portola 96122

CONGRESSMAN Harold T. (Bizz) Johnson, 423 Grove Street, Roseville 95678

## More Stockton

(Continued from Page 12)

Highway 99 and Dale Road at Beckwith Road, two miles north of the Freeway 99-Briggsmore Avenue interchange.

Geo. Reed, Inc. a Tuolumne construction company, has been awarded a \$76,758 contract by the State Department of Public Works for widening of a section of Highway 108 between Sonora and Standard City.



# Personal Notes

## OAKLAND

**CONGRATULATIONS!** To Mr. and Mrs. Kenneth Crisp . . . a baby girl born December 8, 1972 . . . named Tracy Lynn. Also, to Brother and Mrs. Gordon Fink of Milpitas—their Danny Neil was born on November 10, 1972.

We would like to express sympathies to the family and friends of Carl Haley, retired Member whose wife recently passed away.

Brother Abe Bernalis is in San Leandro Doctors Hospital. We wish him a speedy recovery.

Brother George Sa, retired Members wife Halcene is in Washington Hospital in Fremont. We wish her a speedy recovery.

Brother Delno Smith is in Holbrook Hospital, Holbrook, Arizona following a stroke suffered December 12, 1972. We wish him a speedy recovery.

## STOCKTON - MODESTO

Many Engineers have recently been laid up with the flu and other ailments that prevail at this time of year, so without mentioning particular names we are hoping a speedy recovery for all concerned.

Our deepest sympathies are extended to the families and friends of departed Brothers Grover Armstrong, Thomas D. Shanklin, and Jack Batschi.

## MARYSVILLE

Hospitalized recently at Yuba County Hospital was Brother Jim Dermates. Best wishes for a speedy recovery.

Also hospitalized at the Santa Rosa Community Hospital is Brother John Rankin. We hope you are soon up and around.

Deceased members this month include Brothers Theodore Stover and Cecil Coleman. Our sincere sympathy to their families and friends.

## SAN RAFAEL

Best wishes for a speedy recover to Brother Frank Rocha who was recently hospitalized at Hillcrest Hospital in Petaluma. Also to June Johnson, wife of Brother Jim Johnson recently confined at Marin General.

Brother Kirby Bobo broke his arm playing football—and at the present time is incapacitated.

Congratulations to Brother Bill Mougovan and his wife Fern on becoming the proud grandparents of twin boys "Mark" & "Luke"—5½ lbs. & 6 lbs. respectively.

We received the following acknowledgment from the family of our late Eugene Pulley: "We wish to thank the Officers & Members of Local No. 3 for the beautiful Bible. It is greatly appreciated."

At Soiland Company's annual Christmas dinner, the company awarded a round-trip for two to Hawaii, transportation plus \$500.00 expense money. There were 23 employees eligible—requirements were "no accidents for the year 1972, and had to be with the company at least three years." The names were placed in a hat, and the name of Brother Robert C. "Cubby" Butterworth was pulled. Congratulations "Cubby."

## SACRAMENTO

We regret to report the demise of brother engineers Jack Lucas and Roy Vernon Reynolds. Our sympathies are extended to their families and friends and also to Brother Alvin Smith, whose wife, Ella Marie, passed away in December.

We would like to thank the following for their blood donations to our Blood Bank: Charles Martinez, Calvin D. Campbell, Wayne A. Richard, John G. Whisler, Bill Connor, Stephen Rogers, Jose R. Ortega, Leonard M. Simmons, Mrs. Margaret Hopper, Alan Patrick Ireland, James C. Wood, Arnold J. Boehm.

## SANTA ROSA

Bro. Clay Davis is now at home, recuperating from a heart attack he suffered just before Christmas. Here's wishing you a speedy recovery, Clay.

Surely hope this London Flu goes back to London as we have not been immune to it here in the Santa Rosa area. A lot of our Brothers and their families are still recovering from it.

## REDDING

Our deepest sympathy to the family and many friends of Brother James McCollam. Brother McCollam worked for Hughes & Ladd & McConnell through October '72—he expired late in November '72. Also, Brother John Ciulla who worked for J. F. Shea Company who expired November 7th, quite suddenly; Brother James Hamilton who worked for Valley Engineering in Redding who expired December 10, 1972; Brother Ben Bucher who expired after a lengthy illness—Brother Ben was one of our early retirees; Brother Bryant Shupe of Anderson who expired suddenly November 30th; Brother Paul Brooks Sands expired in November—Brother Sands was on Union Pension for a number of years.

Best Wishes for a fast and speedy recovery to the following Brothers who have been hospitalized or ill at home: Brother Paul Pelham, who is slowly recovering at home after a long illness; Brothers Joe Kakuk, Pete Atkins, Bob Mackley, Bill Smith, Mike Stephens, J. T. Green, Frank James, Charles Schram, Charles Garland, Bill Gregory, Carrol Ball, Virgil Milligan, Jim Graham and Dick Haddock who are all recovering nicely.

## SAN JOSE

We would like to extend our condolences to the families of the following deceased members: Celeste Navone, Harold Stroh, Roy Pollack, P. B. Padilla, Joseph E. Perricelli, and C. E. Morris.

Our thanks to Bob Sandow for his blood donation.

We are urging anyone who is able to give blood to do so, since our Blood Bank is nearly depleted.

## Short Quip

If you tell a man there are 300 billion stars in the universe, he'll believe you. But if you tell him a bench has been painted, he has to touch it to be sure.

## More Oakland

(Continued from Page 12)

plished by adding one lane in each direction at the outside of existing lanes with new five-foot shoulders.

Practically all other work in the area is down at this writing due to rain and wet conditions.

# SWAP SHOP CORNER: Free Want Ads for Engineers

**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 comm. bldgs nr Snow College. N. Clemens, P.O. Box 1, Spring City, Utah 84662. Reg. No. 1238702. 12-1.

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

**FOR SALE:** SEARS 2-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:** 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" 6'3" wide w/12.9 Chrysler outbd. 20 lb anchor 301 mooring chain & buoy. Extras. Call Luke Walker, 415/665-6838. Reg. No. 0876129. 12-1.

**FOR SALE:** JD 2010 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. 1359571. 12-1.

**FOR SALE:** FOUR-WHEEL PAVEMENT STRIPPER w/steering apparatus & 1g 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. Caspersen, Phone 916/481-3050. Reg. No. 1102047. 12-1.

**FOR SALE:** 56 T-BIRD (collectors item) Portholes, continental kit, orig. paint job. \$3750. Write V. C. Chase, P.O. Box 427, Eagle Point, Ore. 97524. Reg. No. 0935374. 12-1.

**FOR SALE:** GOODYEAR WIDE TREAD H-70 tire, under 50 mi wear. \$20. Call 415/665-6838 or 665-6401. 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 707/994-5727. Reg. No. 0572761. 12-1.

**FOR SALE:** 1970 PROWLER 24' TRAILER. 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. 463-7305. Reg. No. 1208765. 12-1.

**FOR SALE:** 1965 GMC HALF TON P.U. CUSTOM V-8, New brakes, shocks, batt. all tuned, 6-ply tires, new rear mud & snow, \$1,050. F. Stanley, Rt. 2 Box 590, Galt, Ca. Ph. 916/687-6519. Reg. No. 1171873. 1-1.

**WANTED:** OLD GERLINGER FORK LIFT, running or not. Call 916/243-3491 or write Hiram Stewart, Jr., 2051 Old Oregon Trail, Redding, Ca. 96001. Reg. No. 1148403. 1-1.

**FOR SALE:** 1-8/10 ACRES, 6-ROOM HOUSE, barn & corral, chkn coops, sheds, fruit trees, irrig. water rights, smog free 97% pure water. C. W. Gardener, P.O. Box 357, Monroe, Utah 84754. Reg. No. 351398. 1-1.

**FOR SALE:** 1942 DODGE MILITARY OPEN CAB 4x4, gd running cond. \$550. 1971 Kawasaki 350 Big Horn low mil. exc. cond. \$700. Williams, Box 183, Weaverly, Ca. Ph. 623-6702. Reg. No. 1113007. 1-1.

**FOR SALE:** 1970 FORD 1/2-TON, w/shell & 1965 air stream tr 18'. \$5,995, or sell sep. Warren McElroy, 19071 Barnhart Ave., Cupertino, Ca. 95014. Reg. No. 1082358. 1-1.

**TWO BEDROOM HOUSE FOR SALE.** Cml lot 150x150 first location. Highway 101 north. Harrison Walter, 376 N. Main St., Willits, Ca. 95490. 707/459-2096. Reg. No. 1446709. 1-1.

**FOR SALE:** BLDG. SITE AT POLLOCK PINES nr Sacramento, Ca. on Hwy 50. Will trade for a duplex in San Jose area. M. M. Junkins. 2314 Price Way, San Jose, Ca. 95124. Reg. No. 1208610. 1-1.

**FOR SALE:** 1972 KENSKILL TRAILER 8x37, tip out on lv rm. W/W carpet. New cond. Credit Union financed. H. E. Lutzow, P.O. Box 21, Bridgeville, Ca. 95526. Reg. No. 766499. 1-1.

**FOR SALE:** ONE ACRE, CLEAR LAKE HIGHLANDS, \$3,200. Phone 707/745-3737, Benicia, Ca. Reg. No. 1174935. 1-1.

**FOR SALE OR TRADE:** CITIZENS BAND RADIO w/antenna. Tandem bike for 2. Need 53 HP Volkswagen 1500 eng. Call Jared, 415/344-6541 after 6 p.m. Reg. No. 1216125. 1-1.

**FOR SALE:** COMPLETE SET HEAVY DUTY MECHANIC HAND TOOLS w/rollaway & top box boat motor 35 HP & trailer. Want self-cont. camp tle 14' or over. Have 63 Cad w/11 trade. A. L. Ford, 110 Wisenor Sp 27, Modesto, Ca. 95351. Ph 209/526-4591. Reg. No. 1042325. 1-1.

**FOR SALE:** 1970 TRAVELEZE "BREEZE" camp tr 17 1/2' self cont. sips 6. Int. bath, shower, extras, used very little. \$3,000. R. D. Brown, P.O. Box 406, Willow Creek, Ca. 95573. Ph 629-2480. Reg. No. 1242931. 1-1.

**FOR SALE:** ONE EACH AIRESEARCH TEO-4 and TRW ROJAY 370 turbo-charger. Nr new, \$145 ea or trade for set of the Great Books or tools. Jim Bowlan, 2466 Aptos Ct. Union City, Ca. 415/471-7738. Reg. No. 1229753. 1-1.

**FOR SALE:** ONE BR. ALL ELEC. HOME, part. furnished, Chester, Ca. New roof, auto. gar. dr. city water, 50x140 lot. Ed McRae, Box 562, Reg. No. 0329532. 1-1.

**FOR SALE:** 1 1/2 HP POWER SEWING MACHINE on HD table, rec. overhd. Self-oiling, exc. cond., will sew heavy, ltwtg or nagahide fab. (not walking ft.) \$300. A. Andreini, Jr., Rt. 1, Box 334, Half Moon Bay, Ca. 415/726-4735. Reg. No. 1006579. 1-1.

**FOR SALE:** SMALL ACREAGE IN SOUTH CENTRAL OKLD, also business property. Edgar Holt, P.O. Box 591, Fremont, Ca. Reg. No. 0660961. 1-1.

**FOR SALE:** REDDING, CA. 3-BR. 1-1/2 bath landscaped fenced bank yd. Sprinkler sys., fireplace, carpeted, freed air ht. refrig. cooling. FHA app. \$23,300 sale price \$21,500. R. D. Brown, P.O. Box 406, Willow Creek, Ca. 95573. Te. 629-2480. Reg. No. 1242931. 1-1.

**FOR SALE:** 1966 OLDS 98, 4 dr. hdtop exc buy, has everything, \$500. 456-2494 after 5 p.m. Pittsburg, Ca. Reg. No. 0372963. 1-1.

**WANTED:** GAS WELDING OUTFIT—gauges, torch, tips, whip, bottles, all or part. L. Iwing, 2034 Goodwin Ave., Redwood City, Ca. 94061. Ph. 366-3004. Reg. No. 0512519. 1-1.

**FOR SALE:** OLD BOTTLES, approx. 4,000. Prefer to sell in lots of 100 or more. Geo. E. Morse, 491 So. 7th St., Elko, Nev. 89801, 702/738-7315. Reg. No. 1500001. 1-1.

**FOR SALE:** ONE HYSTER WINCH FOR D8 CAT. Good cond., reasonable. Phone 988-3034, Orangetown, Ca. Reg. No. 0402451. 1-1.

**FOR SALE:** M-F MODEL 135 DELUXE TRACTOR w/dragscraper & loader bucket. Like new w/147 hrs total time. \$4,500. W. Kissel, 5154 Cordoy Ln. San Jose, Ca. 95124. 408/265-8342. Reg. No. 1136297. 1-1.

**FOR SALE:** 40 FT. CABIN CRUISER, 105 HP Buick diesel, radio & depth finder, hvy plank hull. Can see at China Basin, S.F. \$6,500 firm. Call 415/587-0282 or 285-6911. Reg. No. 0865311. 1-1.

**FOR SALE:** 1970 STARCRAFT TENT TRAILER, 14 ft., sleeps six. Stove, icebox, sink. \$975. Ph. 471-7675, Union City, Ca. Reg. No. 1351491. 1-1.

**WANTED:** BELT LOADER w/sand shaker. Write 2636 Newhall No. 27, Santa Clara, Ca. 95050. Reg. No. 1414682. 1-1.

**FOR SALE:** SIX ACRES LEVEL, IRIGATED 4 ml. W Grants Pass, Ore. Ideal retirement home. \$2,900/acre. T. Foust, 22585 Arlette Ave., Hayward, Ca. 94541. Call 415/581-5613. Reg. No. 0586469. 2-1.

**WANTED:** 10-30 H. P. OUTBOARD, late model. Will consider trade. Bob Rodriguez, P. O. Box 66, Berry Creek, Ca. Call 916/533-1854. Reg. No. 100-6711. 2-1.

**FOR SALE:** TRAILER MOUNTED 200 AMP. LINCOLN WELDER, factory bilt. \$650 & misc. items, H. D. Louis, Call 707/823-4706. Reg. No. 0750536. 2-1.

**FOR SALE:** 1,000 OLD BOTTLES. Call Don, 415/758-0503. Reg. No. 1142781. 2-1.

**FOR SALE:** 1969 FORD F. U. 360 V8 1/2-ton SWB auto trans. Gd. rubber, ex. cond. Ivan Butler, 229 N. Denair Ave., Turlock, Ca. 95380. Reg. No. 1194944. 2-1.

**WANTED:** JOHN DEERE OR CASE rubber-tired Backhoe 18 Thornton Ct., Novato, Ca. 94947. Phone 415/897-2527 aft. 7 PM. Reg. No. 0984940. 2-1.

**FOR SALE:** 16 FT. RUNABOUT w/canvas top, 40 HP Merc outbd., gd. cond. \$595 or best offer. B. Rodriguez, P. O. Box 66, Berry Creek, Ca. Ph. 916/533-1854. Reg. No. 1006711. 2-1.

**FOR SALE:** 1971 AIRSTREAM EX-CELLA 31 ft. w/zipdee awning. Ex. cond. \$10,500. Will cons. smaller Airstream on trade. Call 702/359-4637 after 5:30 PM. G. Harshbarger, 4585 Ellis St., Reno, Nev. 89502. Reg. No. 1339386. 2-1.

**FOR SALE:** CLEAR LAKE, TWO LOTS, Buckingham Pk., 100' x 100' ea. nr. golf crse. & lake, util. in. \$3,500 ea. Write or call Don Long-acre, 2641 Silverado, Pinole, Ca. 94564. 415/758-0503. Reg. No. 1142781. 2-1.

**FOR SALE:** FOR MOBILE ONLY GOLDEN PINTO 23 channel, turner & 2 mikes, Polomar 301M, big momma antenna, all connections. complete, like new. \$450. Geo Williams, Box 183, Weaverly, Ca. Reg. No. 1113007. 2-1.

**1959 T-BIRD FOR SALE.** 96,000 mi., ex. cond. Orig. owner. Collectors special, 123 First St., Benicia, Ca. 707/745-2841. Reg. No. 0994028. 2-1.

**FOR SALE:** SET 4" & 36" WRENCHES. 1/2" to 2" taps, 1" to 2" comb. pipe die, 2-hr. rototiller. E. Hagle, 150 Wright Ave., Morgan Hill, Ca. 95037. Reg. No. 0307911. 2-1.

**WANTED:** AVON BOTTLES, CONTAINERS, catalogs, etc. Full or empty Cal. perfume co. bottles & catalogs. Phone 916/275-2619. Reg. No. 469206. 2-1.

**FOR SALE:** 1972 HEAVY DUTY INDUSTRIAL Intl. 2400A diesel tractor w/2050 loader/69 hrs. 1959 GMC sm. dump trk., thr. & landscaping equip. Very gd. cond. Phone 916/241-7807 in Redding, Ca. Reg. No. 1175056. 2-1.

**FOR SALE:** 1971 24-FT. REINELL HARDTOP, 215 OMC \$6,500. Sleeps 6, full canvas, dual batt., hd., bulge pump & blower, extras. Bill Miller, Oakland, Ca. 534-3399 Reg. No. 0899-417. 2-1.

**FOR SALE:** EXCELLENT BUY — TWO UNITS, pink GE oven & 4-burner stove top. \$40. Joe Parkinson, 2725 Roosevelt Ave., Richmond, Ca. 94804, tel. 233-8604. Reg. No. 0524706. 2-1.

**FOR SALE:** ONE EAZ, LIFT SWAY CONTROL: one Eaz, Lift Hitch complete, 450 lbs.; one set mechanic's tools incl. taps & die nuts; other tools. H. Alexander, 16 Temple Ct., Pacheco, Ca. 94553. Reg. No. 0590517. 2-1.

**DISHWASHER FOR SALE.** Built-in; 2-cycle, gold, never used. \$125. Fred Scatena, 2917 Irwindale Dr., San Jose, Ca. 408/238-2649. Reg. No. 1511228. 2-1.

**FOR SALE:** PUG PUPPY 8 MOS. OLD. Female w/beaut. markings. AKC reg. \$100. Phone 209/823-3890, C. Wingo, 10706 E. Southland, Manteca, Ca. 95336. Reg. No. 1123475. 2-1.

**FOR SALE:** FOUR LOTS, CLEAR LAKE villas in Niece, 2 separate, 2 adj. Water & elec. Must sell. \$7,000 for all. Sell or trade equity of \$3,137 for loader, dozer, backhoe. R. J. Ferreira, 11030 Hwy. 116, Forestville, Ca. 95436. Reg. No. 0993227. 2-1.

**FOR SALE:** MULTIPLEX 50-A, 16-INCH radial saw, construction type, 115-230 V. three H.P. motor, \$300. Fred Williamson, 8446 DeAnza, Stockton, Cal. 95207, Ph. 209/477-0007. Reg. No. 0766479. 2-1.

**FOR SALE:** ALLIS CHALMERS DISC, fully hydr.; Jackson soil compactor incl. generator; Skill saw, 10 in., two 12-ton hydraulic jacks. W. May, 1801 Notre Dame, Belmont, Ca. Ph. 593-5242. Reg. No. 1022439. 2-1.

**WANTED:** BACK ISSUES OF ENGINEERS NEWS, 1959 through 1965. Send extra copies to Engineers News, 474 Valencia St., San Francisco, Ca. 94103. 2-1.

**FOR SALE:** WITTE DIESEL GENERATOR 12 1/2 kw 25 HP. 62" dune buggy cut down for plastic body, wide tires. 1135 Tenth St., Oroville, Ca. Ph. 916/534-0691. Reg. No. 0269256. 2-1.

**FOR SALE:** 1969 HONDA 350 gd cond. \$450. 1969 Kawasaki 350 A7SS Scrambler, low mileage \$550. Herman Santos, Rt. 1, Box 192, Dixon, Ca. 916/678-3604. Reg. No. 1369358. 2-1.

**CRANE FOR SALE.** NORTHWEST MODEL 25 35' stick, 7/8 yd clam bucket, tag line, diesel eng., elec. start, street pads. \$2,500. 1966 Cummings eng. 220 w/iron lung, 175 HP gd cond., comp. \$1,250. R. A. Piatti, 93 Shelley Ave., Campbell, Ca. 95008. Ph 408/377-1097. Reg. No. 1036914. 2-1.

## RULES FOR SUBMITTING ADS

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

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

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

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

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

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

## Fast Action

Dear Editors and Promoters of "Swap Shop."

What a great response my ad created! Sold the M-F Model 135 Deluxe Tractor first week. Thanks so much.

Sincerely yours,

William Kissel,

San Jose, Ca.

## Professionals Joining Unions

Thousands of professional and technical workers across the nation "are showing a surge of interest in joining unions of converting old-line professional associations into collective bargaining units."



## Clip and Save

CLIP HERE

## 1973 MEETINGS SCHEDULE

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

## SEMI-ANNUAL MEETINGS

Location of the July 14th meeting  
will be announced at a later date.

## DISTRICT &amp; SUB-DISTRICT MEETINGS

FEBRUARY	25 Honolulu, Wed., 7 p.m.
6 Stockton, Tues., 8 p.m.	26 Hilo, Thurs., 7:30 p.m.
15 Oakland, Thurs., 8 p.m.	AUGUST
20 Fresno, Tues., 8 p.m.	1 San Francisco, Wed., 8 p.m.
27 Sacramento, Tues., 8 p.m.	7 Sacramento, Tues., 8 p.m.
MARCH	16 Oakland, Thurs., 8 p.m.
9 Salt Lake City, Fri., 8 p.m.	21 Stockton, Tues., 8 p.m.
10 Reno, Sat., 8 p.m.	23 San Jose, Thurs., 8 p.m.
15 Ukiah, Thurs., 8 p.m.	28 Fresno, Tues., 8 p.m.
22 San Jose, Thurs., 8 p.m.	SEPTEMBER
APRIL	6 Ukiah, Thurs., 8 p.m.
3 Eureka, Tues., 8 p.m.	14 Salt Lake City, Fri., 8 p.m.
4 Redding, Wed., 8 p.m.	15 Reno, Sat., 8 p.m.
5 Marysville, Thurs., 8 p.m.	OCTOBER
11 Honolulu, Wed., 7 p.m.	2 Eureka, Tues., 8 p.m.
12 Hilo, Thurs., 7:30 p.m.	3 Redding, Wed., 8 p.m.
25 San Francisco, Wed., 8 p.m.	4 Marysville, Thurs., 8 p.m.
MAY	10 Honolulu, Wed., 7 p.m.
1 Sacramento, Tues., 8 p.m.	11 Hilo, Thurs., 7:30 p.m.
8 Stockton, Tues., 8 p.m.	24 San Francisco, Wed., 8 p.m.
17 Oakland, Thurs., 8 p.m.	NOVEMBER
24 Watsonville, Thurs., 8 p.m.	6 Stockton, Tues., 8 p.m.
JUNE	8 Oakland, Thurs., 8 p.m.
1 Provo, Fri., 8 p.m.	15 Watsonville, Thurs., 8 p.m.
2 Reno, Sat., 8 p.m.	20 Fresno, Tues., 8 p.m.
7 Santa Rosa, Thurs., 8 p.m.	27 Sacramento, Tues., 8 p.m.
12 Fresno, Tues., 8 p.m.	30 Ogden, Fri., 8 p.m.
JULY	DECEMBER
17 Eureka, Tues., 8 p.m.	1 Reno, Sat., 8 p.m.
18 Redding, Wed., 8 p.m.	6 Santa Rosa, Thurs., 8 p.m.
19 Oroville, Thurs., 8 p.m.	

## DISTRICT AND SUB-DISTRICT MEETING PLACES

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

CLIP HERE

Paid Advertisement

**IF YOU ARE FINANCING A**  
**New Car • Mobile Home • Boat**  
**Airplane • Tractor**  
**or just plain**  
**NEED MONEY**  
**SEE YOUR CREDIT UNION**  
**The Interest Dollars You**  
**Save Will Be Your Own**

## IMPORTANT

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

REG. NO. \_\_\_\_\_

LOCAL UNION NO. \_\_\_\_\_

SOC. SECURITY NO. \_\_\_\_\_

NAME \_\_\_\_\_

NEW ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_

STATE \_\_\_\_\_ ZIP \_\_\_\_\_

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

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. 992-1182  
 Don Luba ..... 592-6871  
 Bill Parker ..... 359-1680  
 Fran Walker, Trustee ..... 388-9357  
 Walter Norris ..... 447-5108  
 Richard Weigel ..... 408/258-2404  
 Job Steward & Safety Coordinator  
 Jerry Martin ..... 443-5285

## DISTRICT 02—SAN RAFAEL

76 Belvedere Street 94901  
 (Area 415) 454-3565  
 Al Hansen ..... 479-6874

## DISTRICT 03—SAN MATEO

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

## DISTRICT 04—VALLEJO

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

## DISTRICT 20—OAKLAND

1444 Webster Street 94612  
 (Area 415) 893-2120  
 Bill Releford, Dist. Rep. .... 828-8425  
 Guy Jones ..... 525-5055  
 Herman Eppler ..... 785-1543  
 Ray Morgan ..... 828-2624  
 John Norris ..... 825-4877  
 Ernie Louis ..... 828-7399  
 Ron Butler ..... 868-0653  
 John Rodgers ..... 689-4823

## DISTRICT 30—STOCKTON

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

## DISTRICT 31—MODESTO

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

## DISTRICT 40—EUREKA

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

## DISTRICT 50—FRESNO

3121 East Olive 93702  
 (Area 209) 485-0611  
 Claude Odom, Dist. Rep. .... 439-4052  
 Bob Merriott ..... 734-8696  
 Harold Smith ..... 222-8333  
 Randall Chase ..... 486-2681

## DISTRICT 60—MARYSVILLE

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

## 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) 383-8480  
 Ralph Wilson, Dist. Rep. .... 961-2880  
 Al Dalton ..... 622-7078  
 Al Swan ..... 487-5491  
 Mike Womack ..... 933-0300  
 Dave Rea ..... 264-3241

## 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

3900 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. 306 South 84601  
 (Area 801) 373-8237  
 Lake Austin ..... 374-8237  
 George Morgan ..... 896-6081

## DISTRICT 14—OGDEN

520 26th Street 84401  
 (Area 801) 399-1139  
 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—AGANA, GUAM

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

## Short Quip

You never get a second  
 chance to make a good first  
 impression.



## Jerry Martin, Job Steward &amp; Safety Coordinator

(Ed. Note: There are over 2,000 Job Stewards and Safety Com-  
 mitteemen currently serving their union in various plants and on  
 various construction sites throughout the jurisdiction. These men  
 volunteer their time and efforts to make your local union a more  
 viable and productive organization. These men are to be congrat-  
 ulated for their voluntary contribution to their union. Engineers  
 News has from time to time run various features on Job Stewards  
 and Safety Committeemen and we shall continue to try to bring  
 the news spotlight to bear on this fine group in future editions.)

## JOB STEWARDS ACTIVATED

Week Ending January 5, 1973	Dist.	Name	Agent
06 Juan T. Reyes	90	William Casey	J. Bullard
80 Joseph Ansbro	50	Thomas O. Johnston	R. Chase
11 Milton Pickern	80	Gerald Baker	D. Rea
Week Ending January 12, 1973	Dist.	Name	Agent
80 John Hultsman	03	James S. Daniel	B. Raney
80 Dave Roberts	90	Alfred A. Valdez	M. Kravnick
80 Wayne C. Swart	50	Everett East	R. Chase
80 John Vance	12	Duane Nye	R. Daugherty
80 Paul Yeoman			

## SAFETY COMMITTEEMEN ACTIVATED

Week Ending January 19, 1973	Dist.	Name	Agent
20 Stan A. Soita	90	Russell Brooke	J. Bullard
	12	Jim Brock	R. Daugherty

Brother Peter F. Ekberg, pres-  
 ently a Job Steward and Crane  
 Operator for Lew Jones in Rio



Dell, California  
 is a thirty-year  
 member of Lo-  
 cal No. 3. He  
 was also a Job  
 Steward for  
 Local 3 in 1964  
 and expresses  
 his interest and  
 pride in his  
 union by keep-  
 ing active and  
 informed. He

Peter Ekberg has also taken

part in community work by his  
 membership in the Committee  
 for Deeper and Cleaner Rivers,  
 and works in cabinet making as  
 a hobby and resides in Fortuna,  
 California with his wife Dorothy.

Seven-year member of Local  
 3 Leland "Lee" Ellison currently  
 serves as Job Steward on the



Paynes Creek  
 job for Morris-  
 son - Knudsen  
 where he oper-  
 ates a Scraper  
 641. Brother El-  
 lison is a recent  
 graduate from  
 the Apprentice-  
 ship program  
 during which  
 he worked on  
 the Box Can-  
 yon Dam for  
 Vinell Corp., the Tehama Colusa  
 Canal for Gibbons & Reed and  
 for Fredrickson & Watson on the  
 Central Valley By-Pass. Brother  
 Ellison is very active in union  
 and community affairs, also  
 doing cabinet making and refinish-  
 ing furniture in his spare time.  
 He and his wife reside in Red-  
 ding, California.

Kenneth E. Dickinson works  
 as a Gradesetter for Hughes &  
 Ladd, Inc. & C. R. McConnell  
 J.V. at Hornbrook, California  
 where he has served as Job  
 Steward for Local 3 since last  
 May. Brother Dickinson is a  
 nine-year member of Local 3,  
 has also worked as a Roller  
 Operator, is a Callahan Grange  
 Member, enjoys playing basket-  
 ball, hunting and fishing and  
 lives in Callahan with his wife  
 and two children.

A Plant Engineer at J. F.  
 Shea's rock, sand and gravel  
 plant, Brother Darrell Brown has  
 also served as Job Steward there  
 since May of 1969. Brother  
 Brown is a seventeen-year mem-  
 ber of Local 3 and lives in An-  
 derson, California with his wife  
 and three children. His special  
 hobbies are hunting and fishing.

Charles "Chuck" Ivie is a  
 Local No. 3 Job Steward pres-  
 ently employed by Piro Con-  
 struction Com-  
 pany out of Al-  
 ameda. He has  
 worked for Piro  
 on various jobs  
 in District No.  
 2 for the past  
 two years. The  
 largest was the  
 \$100,000,000  
 Watergate De-  
 velopment in  
 Emeryville



where he was  
 very active and instrumental in  
 keeping "all" the contractors on  
 the project on their toes. Chuck  
 is an old pipeline hand who has  
 worked throughout the United  
 States and for the last ten years  
 in Northern California.

Chuck is very active in our  
 union and never misses a meet-  
 ing in the District. He says Local  
 3 is the strongest, most progres-  
 sive union he has seen in all his  
 travels. Asked what he attri-  
 buted this to, Brother Ivie re-  
 plied "In my opinion, no union  
 can become what Local 3 has  
 without the strong leadership  
 that Al Clem and the other  
 officers of Local 3 have shown  
 and continue to show."

Our thanks to Brother Ivie for  
 his help and support.

50,000 U.S. Jobs  
Vanish To Mexico

Washington — South of the  
 border, down Mexico way, busi-  
 ness is booming.

The Machinist, official IAM  
 national weekly, reports that in  
 the past year 57 American manu-  
 facturers have opened new  
 plants. At least 350 runaways  
 are now operating in Mexico.  
 The plants are scattered from  
 Matamoros, south of Brownsville,  
 Tex., to Tijuana, south of San  
 Diego.

None of the products produced  
 by these border industries can  
 be sold in Mexico where they  
 might compete with Mexican in-  
 dustry. Manufacturers are per-  
 mitted to bring to Mexico ma-  
 chinery and raw materials for  
 processing so long as the entire  
 production leaves Mexico. Most  
 of it winds up in the U.S.A. —  
 much of it exempt from any im-  
 port duty. U.S. observers report  
 that these runaway plants now  
 provide jobs for nearly 50,000  
 Mexican workers. Employment  
 in the border industries is in-  
 creasing by about 1,000 a month.