

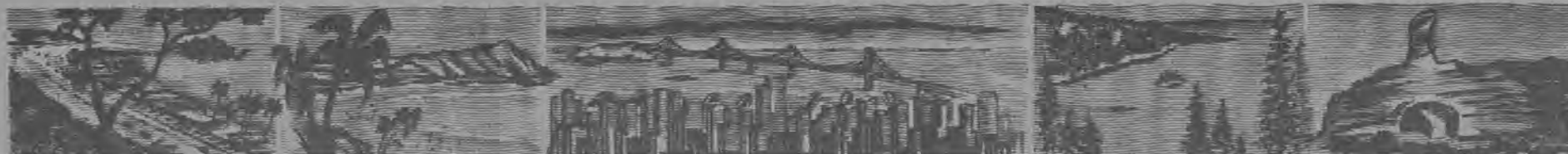
Tech Pact Ratified; To Big Board

"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

NORTHERN CALIFORNIA, THE GOLDEN STATE

NORTHERN NEVADA, SILVER STATE

UTAH, HEART OF THE ROCKIES

Vol. 30—No. 8

SAN FRANCISCO, CALIFORNIA

August 1971

Check Your Contract!

Wage Gains Won in '70 Due in Hawaii this Month

Local 3 members who work for Hawaiian employers signed to the GCLA contract will receive wage and subsistence allowance increases this month. Wages negotiated in 1970 with the General Contractors Labor Association will go up effective August 30, 1971 and Al Clem, Business Manager, cautions members to check contracts carefully, "to make sure that these wages obtained by vigorous negotiations on the part of their Officers are being properly applied." Clem added "any Hawaiian member who has any questions about contract enforcement should immediately contact their business representatives and get the matter straightened out."

WAGES

	3-1-71	8-30-71
	Old	New
Group 1	\$4.84	\$5.10
Group 2	4.95	5.21
Group 3	5.10	5.37
Group 4	5.36	5.64
Group 5	5.65	5.95
Group 6	5.97	6.29
Group 7	6.27	6.60
Group 8	6.37	6.71
Group 9	6.48	6.82
Group 9A	6.64	6.93
Group 10	6.75	7.11
Group 10A	6.89	7.25
Group 11	7.02	7.33
Group 12	7.37	7.76

*CLASSIFICATION CHANGE: Effective 8-30-71 Class. 3941, Kolman Loader (Assistant to Engineer or Apprentice required on two (2) or more) will move from Group 7 to Group 8.

TRUCK DRIVERS

	Old	New
	3-1-71	8-30-71
Class. 8491	\$5.10	\$5.37
Class. 2451	5.36	5.64
Class. 8851	5.36	5.64
Class. 8861	5.51	5.87
Class. 8431	5.97	6.29
Class. 8461	6.27	6.60
Class. 2601	6.19	6.61
Class. 8011	6.19	6.61

HELICOPTER WORK

Class. 0131	\$8.16	\$8.59
Class. 1931	8.30	8.71
Class. 5591	8.45	8.90

DIVERS

Class. 2331	\$9.51	\$10.01
Class. 2341	6.48	6.82
Class. 2301	76.08/day	80.08/day
Class. 2311	Receives 25¢ more	

per hour than the rate of the highest classification of employee being worked with.

FOREMEN \$7.02 \$7.39

UNDERGROUND RATE: Commencing 8-30-71 said differential shall be the same as that negotiated between the Union and the AGC of California: Employees working underground shall receive twenty cents (20¢) per hour in addition to their straight time hourly wage rate, and it shall be the Employee's Underground straight time hourly wage rate; provided, however, Employees working within shafts, stopes and raises shall receive thirty cents (30¢) per hour in addition to their straight time hourly wage rate and it shall be the Employee's Underground straight time hourly wage rate.

SUBSISTENCE ALLOWANCES are increased from \$11.00 to \$13.00 per day effective 8-30-71 (See Section 11.00.00 of contract).

ELECTION NOTICE

ELECTION COMMITTEE

29th INTERNATIONAL CONVENTION DELEGATES

Recording - Corresponding Secretary T. H. Stapleton has announced that in accordance with Article XII, Section (c) 1(b) and Article XIII, Section (b) of the Local Union By-Laws, relative to the election of International Convention Delegates, Election Committee-men shall be nominated and elected at regularly scheduled district meetings during the months of September, October and November preceding the election. (See "Meetings Schedule" on page 16).

There will be one Election Committee member elected from each district by secret ballot of those members present whose last known address 10 days prior to the first district meeting in September 1971 was within the area covered by the district.

Nominees for the Election Committee must be registered voters within their respective districts; must have been members of Operating Engineers Local Union No. 3 for one year preceding their nomination, and shall not be a candidate or nominator of a candidate for Delegate to the 29th International Convention.



MORE THAN A DECADE ago the above land at the southeastern tip of the island of Oahu in Hawaii was swamp and brush land with a few truck farms, piggeries and junk yards. Today Kaiser Hawaii-Kai, the dream of Henry J. Kaiser, is home for over 15,000 people and represents just one more of the many contributions made by members of Local Union 3 using their skills to help build a better world.

Hawaii Gains New District Status As 50th State Moves Forward

(Ed's Note: At the January semi-annual Membership Meeting, Hawaii was elevated to full status as a District (17) of Operating Engineers Local Union No. 3, IUOE. AFL-CIO, Brother Lewis has provided this excellent historical article on the origin and growth of Local 3 in the State of Hawaii.)

By HAROLD LEWIS, Trustee & District Representative

During the war years, the International Union of Operating Engineers issued a charter for the establishment of Local Union 635 in the Territory of Hawaii. Local 635 did not make any gains in their organizing endeavors and as a result went defunct. The Executive Board members of Local 635 contacted Vic Swanson, Business Manager for Local 3 regarding the expansion of Local 3 jurisdiction to Hawaii. Vic Swanson came to Hawaii in 1947.

The history of Local 3 in Hawaii started in 1917 when Joseph K. Waiwale, previously with Local 635, was hired by Local 3 as Business Representative. He was replaced by Otto Never, Business Representative, from 1957 thru October 1, 1958.

I was born in Hawaii and as a member of Operating Engineers since May 5, 1951 had worked as a heavy equipment operator throughout the juris-

diction of the Operating Engineers in Reno, Nevada and Northern Central California. Representing the rank-in-file members of Reno, Nevada, I served on the By-Laws Committee for Local 3. I was hired by Newell J. Carman, presently General Executive Secretary for the International, and was trained in San Francisco by Local 3. After being away from Hawaii for eight years, I finally returned in 1958 as Business Representative in charge of Hawaii which was then Sub-office 1D of Local 3. Approximately 1964, Hawaii became a Sub-District of Local 3 and I became Sub-District Representative! In 1965 I was elected Trustee; and on July 10, 1971 Hawaii became a full District (No. 17) and I now serve as Trustee and District Representative in charge of the State of Hawaii and Mid-Pacific Islands.

The early days of Local 3 in Hawaii was when the minimum wage was just a dollar an hour and when construction work was at a minimum. Contractors were very much anti-union and the construction worker was unaware of the gains he was able to obtain thru unionism which

is evidenced today. The organizing of anti-union contractors and the task of educating the working men towards unionism was a great challenge which involved endless hours of house to house organizing.

In the beginning, the membership records for the Operating Engineers Local Union No. 3, AFL-CIO in Hawaii was approximately 83 which filled but just one shoe-box size file and there were only two contracts in existence. The office staff consisted of one business representative and one office girl.

Today, our membership has grown to a considerable size of 3,000 and has compelled the growth of the office staff to one District Representative, four Business Representative, one Apprenticeship Coordinator, one Dispatcher and three office girls to facilitate two offices located in both Honolulu and Hilo who service the State of Hawaii.

The Hilo office, a strategic vantage point for Local 3, was once an independent union called the Hawaii Federation of Hawaii Workers that was once a part of the I.L.W.U. With foresight of the eventual migration

(See MORE HAWAII Page 11)



*Collectively
Speaking
with Al Clem*

It seems as though the month of August was not too good a month for the membership of Operating Engineers, in many ways.

While again, we may consider ourselves rather fortunate in that we had the approval of the Construction Industrial Stabilization Committee for our Agreement prior to the wage and freeze order issued by the President. In this case, we are one of the few local unions in this area where the membership is receiving the wages that had been negotiated for them in the Collective Bargaining Agreement with the AGC, EGCA, Pile Driving and Steel Erectors.

We have just recently concluded negotiations with the Northern California Land Surveyors Association, and it has been ratified by the members almost unanimously. We will now submit the agreement to the Craft Board for approval. Inasmuch as all the classifications contained in this Agreement were also in the AGC and EGCA, hopefully the Agreement will be approved.

As our Agreement with the Material Dealers had been ratified prior to the freeze order, we are hopeful we can put this Agreement into effect prior to the end of the freeze.

Negotiations with the Dredging Contractors are in progress, however, as the wages and classifications are the same as those contained in the AGC, EGCA Agreements, we are hopeful these will be approved. We are looking forward to concluding these negotiations in the very near future.

During the present month we had a meeting with the Officers, District Representatives, Business Agents, Coordinators and Dispatchers in Northern California and Nevada, where we reviewed the existing contracts and explained to them the intent of all the terms as they have been negotiated by the employers. We are hopeful by this method they will be able to service the members working under the various contracts.

The Executive Board of AFL-CIO and the Building Trades held their meeting at the Mark Hopkins in San Francisco this past month. General President Hunter P. Wharton and Newell J. Carman, General Secretary Treasurer were in attendance. They discussed the problems facing labor and industry, hopefully some benefits will come out of the meeting for all employees of organized labor.

We are now in the process of trying to put together a Truck Crane Owners Agreement in Northern California, inasmuch as the working conditions of the brothers in this industry differ somewhat from those who are working in straight construction. As the wages, classifications and fringe benefits are the same as those contained in the Master Construction Agreement, we do not see any problems, of course, the employer cannot pay the wages and fringes. If there are any economic gains these would go into effect after November 15, 1971.

As to the freeze order, I might say to you that in the least it is extremely confusing and we have to consult with the different government agencies from day to day regarding the present position for the membership of Local 3. As you well know, most of the country is in a state of confusion and whether this order is good or bad I am unable to advise you.

My personal opinion is that the subject plan would have been more acceptable to the working men and women of America if they had also agreed to freeze profits. Also it is my personal opinion that it is extremely unfair to freeze the wages of working men and women without freezing prices and profits and we know from past experience that both are very difficult to control.

Whether this type of action is good or bad for America remains to be seen. We are very hopeful that it will be for the best.

We still have many agreements to negotiate outside the construction industry and of course this freeze order will have a considerable effect upon those agreements that expired after the order of the President, these will not be any good until after the expiration of the order, November 15, 1971.

A long Labor Day weekend is just around the corner and as you know, this can be a very hazardous time on the highways. So have a good holiday, but remember to drive safe, play safe and come home safe.

California will mark its 121st birthday on September 9th. It was admitted to the Union as the 31st State in 1850. It has always been one of this nation's great states, beloved by native and adopted sons and daughters alike. We should all take great pride in our State and in our Nation. We can do this by being active in those areas, social and political, that will serve to keep California in the mainstream of progress.

Gallup Poll Shows Sexes Divided on 4-Day Week

The four-day, 40-hour work week has widespread appeal to America's male population, particularly younger men, but the idea is strongly opposed by women, according to a Gallup Poll.

The survey shows that 45 per cent of men of all ages would like to make the switch from the present five-day, 40-hour work week to a four-day, 40-hour week.

Married women, among the two-to-one majority, against the change, said a 10-hour work day would be "too tough on their husbands, or if they worked themselves, they would not have sufficient time for household chores.

Those favoring the change gave such reasons as: the shorter work week would give a longer weekend, families would have more time together, and the change would increase job efficiency and morale.

About 100 small companies, mostly nonunion, are now on a four-day 40-hour work week.

Among men, the poll showed 45 per cent were for the four-day week and 49 per cent against, with 6 per cent having no opinion.

UNIONISTS SPLIT

Labor union families were evenly divided, 48 per cent for and 48 per cent against with 4 per cent having no opinion; while 34 per cent of nonunion families were for and 50 per cent against, with 7 per cent having no opinion.

OPEIU President Howard Coughlin, who for the past decade has advocated the four-day week, also opposes the longer 10-hour day. He recently called on all Locals to "make every effort to sell the four-day 32-hour week to employers in contract negotiations," since the 10-hour day does not represent shorter workweek.

The Gallup interviews show that Coughlin's conviction that the 10-hour day is too long is widely shared.

The number of hours aside, the four-day week offers distinct advantages in the opinion of both employer and employees surveyed by the Bureau of National Affairs.

Employers made such comments as these:

- Increased productivity — "Productivity up almost 20 per cent with much less overtime"; "running time of machines up from 60 to 70 per cent."

- Less absenteeism — "Absenteeism on Monday has dropped from 10 per cent to virtually none."

- Lower turnover — "Turnover rate is down from 23 to 3 per cent a month."

- Easier recruiting — "Response to help-wanted ads was about five times heavier than normal."

- Less start-up and close-down time due to elimination of fifth day.

- Less time consumed in lunch and coffee breaks.

Fewer distractions and reduced noise where the four-day work schedules are staggered to keep the company open five, six or seven days.

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Employees generally react favorably, "I only have to get up four days a week," one said. Others cite savings in commuting and baby-sitting expenses, as well as the fringe benefit of avoiding rush-hour travel.

The working mother may find it permits her to catch up on housework and do errands when the kids are in school.

Others find they can take greater advantage of recreational facilities, such as beaches and golf courses, on days when they are less crowded.

As one employee expressed it: "Having a weekday for shopping in relatively uncrowded stores, making doctor's appointments, etc., means that I don't have to rush around like a maniac on Saturday."

Bad Times For Giant \$\$\$ Men

Salary trends for high corporate officials were mixed during the past recession year, but many of them have pocketed lush sums by exercising stock at bargain rates, Business Week reported recently.

The magazine said that many top executives received "extra generous salary boosts," while others sustained "painful pay cuts," particularly in bonuses and "other compensations," as profits of their companies slid down.

In a tabulation of executive salaries among 191 of the nation's largest companies in 30 industries, the magazine also reported on the stock options exercised by the officials during

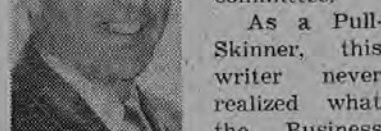
(See MONEY BAGS Page 10)

Negotiator's Notebook

Shop Contracts Improve; Win Unanimous Support

By BILL RELERFORD

Well, brothers, another month has rolled around and our Contracts Department has been operating at a very fast pace due to some of the day and night sessions with the A.G.C. negotiating committee.



Bill Relerford

As a Pull-Skinner, this writer never realized what the Business Manager and his team of officers went through in order for us to have decent wages, fringes and working conditions. It seems just a few years ago that we were very interested in "maternity benefits", but now (four boys later) have suddenly become interested in our outstanding pension program. It is amazing how a few gray hairs will change our outlook on life!

At this time we certainly want to thank the brothers who work at Clark Equipment Company in Clovis, California, for all their help given the Business Representatives of District No. 5 in organizing that shop. An agreement was reached on July 1, 1971 giving the dear brothers a substantial wage increase. The Heavy Duty Repairman in his first

six months will receive approximately a 24 per cent increase, and full Operating Engineers Health and Welfare coverage, in addition to the pension plan. Their contract will be identical to Quinn Tractor, who is their largest competitor.

The Vallejo area Business Representative and this writer met with the management of Benicia Industries, which included the Benicia Port Terminal, and it was agreed that the brothers would receive an increase of 9.6 per cent the first year, and 9.8 per cent the second year on wages and fringes. Several new classifications were added and also, after five years' service everyone will receive three weeks' vacation.

The brothers at Lavino Brick Works in Newark, California, now have a new one-year contract. They will receive a 13½ per cent increase in wages and fringes in the first seven months of their agreement. Language changes were made in the Seniority Clause, which has been abused and misused in the past—but no more, as everyone concerned now realizes what can be accomplished by a show of controlled and coordinated unity while your representatives are at the bargaining table.

We would like to thank all the brothers for their unanimous vote in ratifying the agreement.



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PICTURED ABOVE is Senator Collier and his wife when they visited the Sonoma County Fair and the booth which the Sonoma County Labor Council sponsored. You will note that the Operating Engineers are well represented.

Work Slows With Completion

Leggett, Cummings Drive Breeze on New Freeway

By RUSSELL SWANSON and BOB WAGNON

VACATION TIME IN THE REDWOODS — Sure it is — If you don't believe it — take a ride and find out for yourself. Actually in so doing you will see a lot of beautiful country but a real minimum amount of work, especially along highway 101. It's just a breeze now to drive through the Cummings and Leggett areas because the freeway has been completed and all of the various contractors have moved on to other areas. About the only bottleneck now is the Mercer Frazer slide removal job near Pearcey which has just started and should last for at least two months. Incidentally, many more slides were anticipated but because of the fairly mild winter they did not become a reality.

Russell Swanson

It is our understanding that the 1600 foot bridge, along with a fair amount of road work, is supposed to be let at the end of the year, so we are keeping our fingers crossed in hopes that this job will be ready to go in the beginning of the next season (this prospective job is located just south of Pearcey).

HIGHWAY NO. ONE — Peter Kiewit Construction continue to work on their job at Westport which has to do with State highway work on Highway No. 1 in the building of a bridge and the approaches. Also on highway 1 we find Lange Brothers with a crusher set up near Wages Creek and also about to finish their job on Highway 20 as it comes into Highway 1 at the coast. Baxman Sand and Gravel appear to be bidding more and more of the State work and sub-division work with their latest job being the sub-division job at the Sea Ranch and also working on various jobs in and around Fort Bragg. Siri Construction were the low bidders on highway #1 work north of Point Arena and presently are working there and also are real active on many other jobs around Santa Rosa, especially now that their Russian River operation

is in full gear with most of the bugs removed from the new hot plant.

ATOMIC ENERGY We just mentioned Siri's Point Arena job so let's pause a moment and discuss the proposed atomic energy power plant which we feel someday will be a reality. There sure are many obstacles to overcome such as the sierra club, ecologists, conservationists, but with your continued help in writing letters and keeping the legislators aware work is needed and this project is vital especially for those in the coastal areas, the problems will be solved.

Back to the work picture. We find Tiechert low bidder on a 50,000 dollar park job near Gualala, also with a subdivision near Jenner and continuing to work a number of engineers at the Brooktrails sub-division located just north of Willits since they have the underground work under control. Another job, this one at the Oakmont retirement center, was bid at about \$300,000 — Tiechert has certainly become active in this district. Joe LaMalfa of Ukiah has been fairly quiet but still with work at Brooktrails and just finishing excavation for the new Mendocino County Library. In addition to being a contractor, Joe is also a farmer at heart with pear orchards in the Ukiah area. We are not sure who has the "green thumb" in the family but if we were to take any bets it would most surely be in favor of his wife Lena as having the "greenest thumb."

Parnum Paving has some work around the Ukiah area but we're hoping the State will release some work because there sure is a scarcity of jobs, especially in Mendocino County. The Ball (Dellingham) freeway job that entails nine and a half miles of new road which by passes Lakeport in Lake County is moving right along and the CMI Company is well represented with a new CMI Blade (this one is bigger than the Cat 16 blade), plus the CMI finishing machine which means that the end of the job is in sight. —Huntington Brothers finishing up on slide removal jobs north of Ukiah and also on their Silverado Road work near Napa but with a considerable amount of work out of this area. —Blasi Construction also with many jobs out of this area

Redding Reading Shows More New Starts Are Now Moving

By: KEN GREEN and BOB HAVENHILL.

With the possibility of a strike no longer a threat, the contractors in this area have decided to roll.



Ken Green

Robert O'Hair has several good jobs going in various locations in the district and is bidding on more all the time. His county road job out of Lookout, in Modoc County, has provided good pay checks for the Brothers, as well as for some of the engineers working for Miller Custom Work out of Susanville.

Kirkwood & Bly's water job in Alturas is just about wound up at this writing but was sure a good one while it lasted. They were trenching and laying pipe while the snow was falling. Some of the brothers commented it sure was cold but the pay checks warmed things up on Friday.

W. H. Lindeman, Inc. has a bridge job on Hiway 395, over the Pit River in downtown Alturas and is keeping some of the brothers going steady there.

Since the rain and snow has let up, Shirley Brothers, Inc. (Prime) and E. J. Colley, Inc. (Sub) are making hay while the sun shines, putting in the underground and making street grade respectively, on the Cal-Pines Sub-division in Modoc County.

J. F. Shea's Lake Shastina sub-division in Siskiyou County has been going six tens and is progressing according to schedule, although they have had to shoot several thousand feet of trench in order to lay the sewer and water lines.

but still working at various locations here such as Hunters Lane, Poppy Drive and just starting a \$250,000 pipe job in Cloverdale. —Don Dowd who incidentally has been a contractor representative on the Joint Apprenticeship Committee for a long time, and we don't remember when he ever missed a meeting, has only a small amount of work and it has been difficult keeping a full crew busy. —Shingle Springs Construction about finished on their Sewage line job near Windsor. —Soiland working more and more in this area with equipment at Middle Rincon Road, Rohnert Park and Coddington working mainly on subdivisions. —Ghilotti likewise moving more and more into the area with many demolition jobs and a lot of sub-division work.

BETHLEHEM ON NINE — Todd-Hathaway going right up with the Bethlehem Towers which eventually will be a 13 story high rise but working presently on the 9th floor. —Wise and McGinty with road work on Piner road and continuing to work for Sonoma County at the disposal areas.

Piombo still with tight money but also still not in high gear on work on the Warm Springs Dam Project — their new contract has to do with about nine miles of road work on the Skaggs Springs Road with the clearing under way at this time.

Lange Brothers, Inc., out of Lakeport, California, had some tough going on their Hiway 89 job in Shasta County with many large boulders and a lot of soft ground (mud). The Foreman Ab Lange says he wished he had never heard of Hiway 89. Brother Ken Soder is the Job Steward.

Robert Banes, Excavation, newly signed to a California Short Form has a good job going on Hiway 3 in Siskiyou County that should keep him busy the rest of the year along with Brothers Dave Machen, Zolan Laswell and Cecil Schrader.

Hughes & Ladd, Inc., has diverted traffic over to the south bound lanes on their Hiway 5 job at Lakehead and are going full bore to make grade on the north bound side. They hope to open to traffic sometime in October of this year.

John Dellis, Inc. (Prime) and Seimens Contracting (Sub) are working steadily on the Shastina Golf Course and should finish sometime in October. They are using a new concept in underground work, in that they are plowing in the trenches with a D-9 laying the pipe and back filling with an angle dozer. It's a fast operation and they are progressing very rapidly.

Gordon H. Ball, Inc., has all the seats filled on their hiway 5 job at Weed, California. Most of the brothers working on that job are re-calls. A lot of the men started with Gordon Ball on the Yreka job and had transferred to the Lakeport job prior to being called to the Weed job. Sam Martinelli is the "Honcho" on this one and is being assisted by Carl Culbertson and Gene Huddleston. Harvey Powell is the Foreman on the underground, while Orville Presley is Grade Foreman. The Euclids are working double shifts—9 hours and the 657's are working a single 10 hour shift. Orville Presley is the daylight Euclid spread shifter. Brothers Leonard Terry (The Barber) and Wes Kinney are Stewards.

Army Engineers claim two dams on Cottonwood Creek will pay for themselves. If Congress appropriates the money, somebody will have to pay for the proposed \$174 million earthfill dams, the Cottonwood Creek project. That somebody will be the American taxpayer but the Army Corps of Engineers claims he can get his money back in the long run. This is because the two giant earthfill dams proposed for construction west of Cottonwood have an estimated cost-benefit ratio of 1 to 1.3. This means the Corps believe the project will eventually return \$1.30 for every \$1 spent on it. The Corps claims by preventing flood damages caused by rapid storm runoff down Cottonwood Creek into the Sacramento River and the creating a pair of giant storage reservoirs which could hold back water for dry season release into Cottonwood Creek, and hence by canal to water-short southern California, where it could be sold, the dams could earn their keep. Additionally, the Corps claims the dams would protect suburban areas of Red Bluff and Chico, 116,000 acres of agricultural land and facilities in the Butte basin and 218,000 acres in the Colusa basin. Cottonwood Creek, considered a flash

flooding stream, accounts for 22% of the Sacramento's flood flow below Shasta Dam. If the creek is left uncontrolled, it is predicted damages of more than \$3 million a year will be incurred by 1980.

The last two-lane stretch of Interstate 5 between Sacramento and the Oregon border is scheduled for conversion to four-lanes starting next year. This stretch is between Hornbrook and Hill and is the only remaining two-lane stretch of road not currently under construction in the Interstate 5 system.

A revenue sharing bill recently presented to Congress could shift federal money now used for Interstate and primary and secondary federal highway systems, to urban areas for development of rapid transit systems. Barring loss of federal monies, the state will proceed with several projects on Interstate 5, and in Shasta county. An Interstate 5 bridge at Antlers north of Lakehead is scheduled for completion this year. A rest area estimated to cost \$215,000 will be constructed near Lakehead by the company awarded a contract after bid openings this week. A 12-mile stretch of expressway north of Lakehead is scheduled for conversion to freeway in the next two or three years. The State also plans eventually to replace the Pit River Bridge deck at a cost of about \$2 million. The present deck is slowly deteriorating. Other highway projects in Shasta County include completion of the Highway 44 freeway from Millville east to Shingletown, starting in about two years. The first part of the \$7.5 million highway 44 project will be between Shingletown and Butte Road. The state is acquiring rights of way to build a \$500,000 interchange on Hiway 44 at the intersection with Airport Road, where several fatal accidents have occurred. Next year Hiway 44 will be widened between the trees from Shingletown to Viola. There will be a 30 foot strip between the pavement and the nearest trees.

In the next two years Eureka Way will be converted to four lanes for a three-mile stretch from Walnut Avenue to Iron Mountain Road at a cost of \$1.4 million. Then Hiway 299W will be widened from Iron Mountain Road to Kennedy Drive at a cost of \$8 million. And \$16 million will be spent to widen Hiway 299W from French Gulch to the top of Buckhorn Mountain "a number of years in the future." Highway 299E will also be widened for two miles east of Bella Vista at a cost of \$90,000 and from Hat Creek to Glenburn Road at a cost of about \$75,000. These projects are scheduled for next year.

SQUEEZE ON WORKERS TIGHTEST

America's workers are caught in the tightest economic bind since the 1930s, AFL-CIO Sec. Treas. Lane Kirkland told the Industrial Research Institute in Los Angeles.

"They are being squeezed simultaneously by inflation and recession," he said, and "it should not surprise anyone that they are applying some pressure on their own, both at the bargaining table and in the legislative arena."

Dollar Value Down!

Smaller Contracts Now Dominate Stockton Work

By: WALTER TALBOT,
AL McNAMARA and
BOB SHEFFIELD

The prospects for work in this district will not improve in the immediate future due to the number and size of new contracts that have been or will be let for bid.

At one time a half-million dollar job was considered a small job in this district with the multi-million dollar freeway

projects that were being awarded. However, this situation does not now exist and the half-million dollar job now becomes large with only a few of them expected to be let this season. Teichert Const. Co. was low bidder at \$286,646 for widening and re-constructing one mile of Wilson Way from the Diverting Canal to Highway 99. The contract involves widening two-lane Wilson Way to five lanes including a continuous left-turn pocket.

Teichert Const. was low bidder on a resurfacing contract with the State of California in Calaveras, Merced, San Joaquin, and Stanislaus Counties at various locations. Teichert's bid was \$474,363.

The Stockton City Council awarded a \$186,732 contract to S. M. McGaw for an extension of Hammer Lane from Heather Drive to the freeway. This project scheduled to be completed by Christmas, will save residents in Park Woods, Colonial Heights and other Northwest Stockton sub-divisions up to five minutes on a trip downtown.

McGaw Co. was also awarded the 1971-72 street resurfacing program in the City of Stockton for \$114,785.

Other successful bidders on smaller projects were R.C.&E. Co. for parking lot improvements at Kofu Park in Lodi. R. Gould & Son, Jack Ryan and Stanfield & Moody.

Bids are expected to be called this month for the construction of Jeff Davis reservoir near Rail Road Flat. The design plans for the 1,750 acre foot reservoir and 20 miles of pipeline have been completed.

Also in a more optimistic vein, rumors from District #10 of the State Highway Department, located here in Stockton, are that the extension of Interstate 5 from Hammer Lane north of Stockton to Highway 12 is expected to be advertised for bids this fall. This project has been hampered by all the controversy over the Peripheral Canal which was to have provided fill material for the freeway. Apparently the feeling now is that Interstate 5 should be completed to Highway 12 in order to utilize that portion that has been completed but is not being used to any great extent.

The Crosstown Freeway that was set ahead a few years because of the lack of funds is now contemplated to be bid around the first of the year. This change of priority was caused by the problem that will be created when all northbound traffic of Interstate 5 will be required to use Charter Way

in order to reach Highway 99 to continue north.

In the Modesto area Lee White Paving Co. was awarded a \$83,420 contract for reconstruction of portions of Monte Vista Avenue and Crowell and Geer Roads.

Flintkote Co. also of Modesto, has finished the 4.2 miles of Briggsmore Expressway and has shifted operations to a one mile renovation job on McHenry Avenue. Left turn lanes and traffic signals will be installed on this job between Needham and Helen Avenue.

George Reed, Inc. was awarded a contract for Modesto's annual street paving maintenance program.

Central Underground, Inc. is the subcontractor on a \$600,000 sewer improvement project with Mission Pipeline Inc. of Milpitas, the prime contractor.

Gallo Glass Co. is planning a major expansion to its glass bottle manufacturing plant. The expansion is expected to be in excess of \$2 million. Construction is to begin this fall and should be completed next spring.

BLOOD CLUB—It was necessary to provide six units of blood this past month to a disabled brother. We are requesting an effort be made by all to replace the units for future need.

Unions Plan Own Auto Insurance Company in Ohio

The Ohio AFL-CIO is going ahead with plans to begin the nation's first wholly-owned union automobile casualty insurance company.

The new company is scheduled to begin selling policies within a year.

The Ohio AFL-CIO will sell stock to raise funds to start the company. Plans include sale of auto insurance directly through the mail.

Highway Contracts Keep Things Moving Around Eureka District

By RAY COOPER and
GENE LAKE

TONKIN CONSTRUCTION Company is doing the clearing for W. Jaxon Baker on the recently awarded Big Lagoon, Highway 101 freeway project.

Jaxon Baker is moving in equipment, so the dirt should be flying by this time. They have a screening and washing plant set up on Redwood Creek at Orick. Date of completion for this project is October 1972.

GRANITE CONSTRUCTION Company have overcome their compaction problems on the finish grade at Crescent City, so the CMI auto-grader will be going full bore. The C.T.B. and Asphalt material will be coming from their Smith River plant.

THE SUMMIT VALLEY Forest Service road will be completed this year. Ray Kizer Construction Co. is cleaning up the winter slides and making finish grade. Mercer Fraser have their crusher back in operation and will have their hot plant going also.

THE KLAMATH LEVEE job has been completed, except for some clean up work. The Corp of Engineers will open bids on July 28 for rip-rap bank protection on the Klamath River at Klamath. Estimate for this project should be around two million bucks.

THE DIVISION OF HIGHWAYS recently opened bids in Sacramento for a Humboldt County bridge project on the Alderpoint Road at two locations. One location is at Martin Creek, about 10 miles south of Bridgeville, and the other is at Mill Creek about eight miles south of Bridgeville. Low bidder for the project is Blasi Construction Co. of Healdsburg

who submitted the low bid of \$325,507. Four bids were received.

The work involves replacement of two bridges destroyed by winter storms. Martin Creek bridge will be replaced by a new bridge and approaches. Mill Creek bridge will be replaced by a 120-inch diameter structural steel plate pipe culvert with attendant road work. Both locations will receive necessary protective and erosion control measures.

FURTHER SOUTH, the Division of Highways has announced that it has advertised for bids for a new bridge across the Eel River at Alderpoint.

The project will be a 760-foot long two-lane bridge utilizing nearly one million pounds of structural steel and 500,000 pounds of reinforcing steel. A small amount of approach work will be included. The existing bridge at Alderpoint will be removed. Estimated cost is \$1,140,000, to be financed by federal, state and county funds. Bids will be opened August 11th in Sacramento with construction scheduled for completion early in the summer of 1972.

BLASI CONSTRUCTION Company is getting started on their Highway 36 job at Strong Station. The clearing has been a large item here because of the size of the old growth redwood timber as well as steep terrain. Possibly this week a couple of scrapers should be coming in. This project is scheduled for completion late this fall.

AT CARLOTTA on Highway 36, David R. Wilkins picked up a small grading and surfacing job in the amount of \$39,160.

OVER TOWARD SHELTER COVE, two small grading and paving jobs are getting underway. David R. Wilkins was low bidder in the amount of \$61,782 on the Briceland Thorn road and Tom Coy picked up a realignment job on the Shelter Cove road for \$72,534.

AT SPRUCE POINT, Kirkwood Bly of Santa Rosa has started their water line extension job. This is one phase of a trans-bay water line extension project beginning at Spruce Point and running to the College of the Redwoods. This project will cost \$215,669 and should be completed late this fall.

We understand the bay crossing portion of the job will be starting in about four weeks. There will be some dredging involved here. Later this year a one-million gallon reservoir will be constructed in Cullen to provide even pressure for the users of this water line. Cost of the reservoir will be approximately \$100,000.

UP AT BLUFF CREEK on Highway 96, Art Tonkin of Willow Creek was low bidder on a rip-rap job at \$251,590. No details on this one yet except that its going to be a tough one—solid rock.

THE RAY KIZER JOB at Berry Summit is now history. Mercer Fraser Company finished the surfacing about two weeks ago and is now open to traffic; the same story at Kizers' Stafford job on Highway 101. Thanks to the skills of the Operating Engineers completion of the two projects have opened over five miles of safe, modern highways to the motoring public.

AT BLUE LAKE, Granite Construction Company continues to move mountains. This job has now reached its peak and in the near future some of the earthmoving equipment will be laid off. The entire project is approximately 70 per cent complete at this time. The western end of the sub-grade is being readied for base rock; also some detours are being constructed, so work on the right-of-way can continue without interruption from traffic.

WELL BROTHERS, that pretty well sums up the current work situation up in District 4. Hopefully between now and the next issue bids for additional work will be advertised for in this area. In closing, we want to thank you Brothers for your good turnout at the July District meeting.



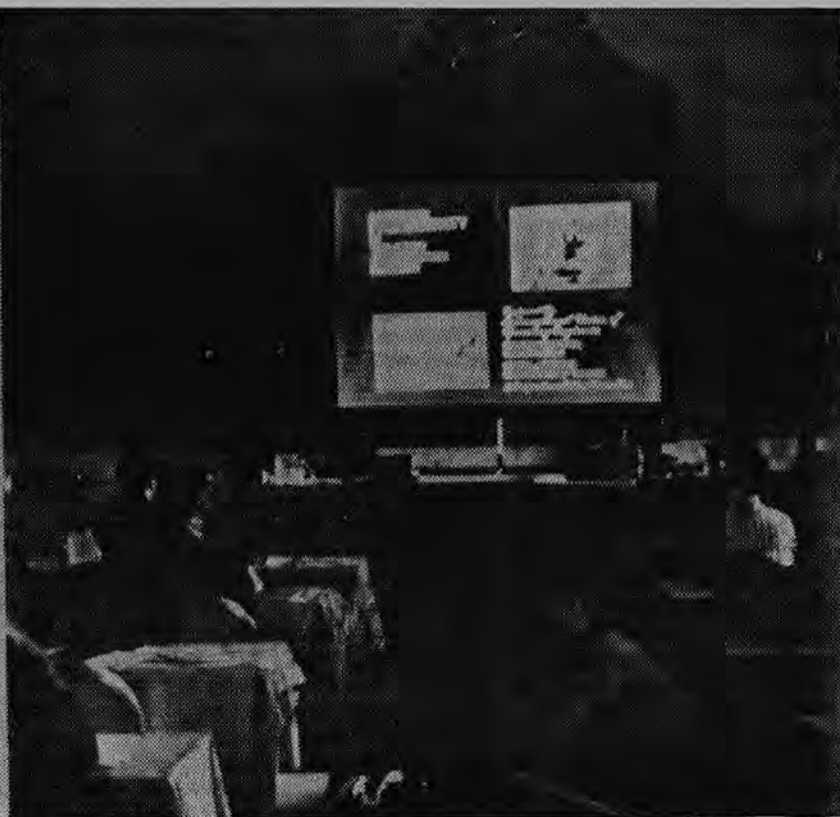
Walter Talbot



Ray Cooper



BUSINESS MANAGER AL CLEM makes a point before one of a number of key industry, congressional and government groups that were presented a unique productivity-to-wage related study during and following negotiations between the construction industry in Northern California and Operating Engineers Local Union No. 3. The presentation was credited with being one of the key reasons that Local Union 3 be-



came the first, and only, construction craft to gain approval of its negotiated fringe and wage package before the Presidential freeze on wages and prices this month. Local Union 3 gained final approval of its contract on July 22. At right, Vice President Dale Marr runs the projector during one of the presentations.

\$7 Million Linda Mall Gains Road Funds

By HAROLD HUSTON,
District Representative and
Auditor

YUBA BOARD AGAIN TOLD LINDA MALL \$7 MILLION SHOPPING CENTER TO START—ROAD FUNDS MOVED

We wish to express our appreciation to all the brothers who attended the Semi-Annual meeting held in San Francisco on Saturday, July 10th. It proves beyond a doubt how proud all the brothers are of this great organization.



Harold Huston

Many of the brothers expressed how much they appreciated the outstanding job Brother Al Clem, International Vice President and Business Manager, and the rest of the Negotiating Committee did in the recent negotiations with the Associated General Contractors of America, Inc., and the Engineering, Grading and Contractors Association. It is important to have a veteran skipper in charge.

Work in this District is continuously picking up and we hope to place those brothers who are still unemployed on jobs as soon as possible. We appreciate your continued patience. Nothing would make us happier than to have every member working. Anyway, may we request, that any member who is registered on the out-of-work list, and will not be available on a given day at the phone number left with the dispatcher, to please notify him of where you can be reached, and when you will return, so that you will not miss a job.

LINDA MALL \$7 MILLION SHOPPING TO START— ROAD FUNDS MOVED

Construction of the long delayed "The Mall Shopping Center" in Linda is scheduled to begin this fall, according to an executive of a large Idaho-based corporation. After hearing the announcement from J. R. Sparrowe, Vice President of Maked, Inc., Yuba County supervisors agreed to transfer \$180,000 from the county's general fund to the road fund for construction of roads and a mall in connection with the project.

Sparrowe told the board the firm is now in a position to go ahead with construction of the \$7 million shopping center which will be located on a 42 acre triangular site at the intersection of Lindhurst Avenue and North Beale Road. Makad, Inc. is equally owned by Morrison-Knudsen Company, a world wide construction and engineering organization with headquarters in Boise, Idaho, and Daum Industries, Inc., a firm based at Nampa, Idaho, and a developer of more than 20 major shopping centers in the West.

In 1970, the firm announced that construction was to begin this spring. Sparrowe today said their construction schedule had fallen behind because of the tight money situation created by the nation's economy. He said that shopping centers will get underway this month in North Platte, Nebr. and Hoys, Kansas, paving the way for the Linda project. Prime tenant for the fully en-

closed, air conditioned center will be J. C. Penney Co., now operating out of three locations in Marysville. According to Sparrowe, Penny's store will enclose 102,500 square feet of floor area in the proposed 516,000 square foot shopping center. The decor of the center's interior will provide redwood ceilings and will feature a two story entrance at the Penney location. The second floor will have space for a restaurant and office spaces.

Another principle tenant will be a Safeway store, according to Sparrowe. He said other tenants now committed are Kinney's Shoe Store, Devon's Jewelers, Kauffman's Men's store, House of Fabrics, Jay Vee of California, Swiss Colony, Orange Julius and Carrol's Theatre.

In approving the transfer of the \$180,000, supervisors emphasized the money would not be spent until a legal commitment from the firm is made to the County. The Board has committed the \$180,000 in the county's budget for the past several years for road and access work at the center, should plans become final. Supervisor Charles Dean, who in the past has pushed the project, moved to transfer the \$180,000 into the road fund.

John Middlebrook, recently named Deputy Director of the newly-formed Public Works Department, said the total cost for road work in the North Beale Road area would be \$350,000. He said the county has \$115,000 in federal funds for the project, \$53,000 that possibly will be supplied by another grant, and the \$180,000 earmarked by the board. If costs run over the estimated, the county will have to come up with more funds Middlebrook acknowledged today.

Joining other supervisors in the unanimous vote was an admittedly reluctant Harold J. Sperbeck. He said he wanted to be sure the \$180,000 was spent on the project if it is finalized, "not anywhere else." Referring to the long delays and at times, conflicting reports on the status of the center, Sperbeck, after the meeting, said he was in favor of the county's participation as long as there was a firm commitment from the corporation.

Introducing Sparrowe was Planning Director, Brother Gerald Davenport. Following Sparrowe's announcement, Davenport told the board that his department had been working with developers across from the center and said it was likely that the entire area could be "one of the most modern centers north of Sacramento."

The Penney's store in the center will provide a full line department store, including an automobile accessory facility. The Penney firm has been seeking a new location since its downtown Marysville store burned in 1964. Since that time, it has been operating out of three separate stores in Marysville.

The Safeway store will operate out of a 25,000-foot square space in the center and, Sparrowe said, leases were finalized or in various stages of negotiations on approximately 183,000 square feet of tenant space.

Development, leasing and long term management of the center will be handled by Daum Industries. Morrison-Knudsen will construct the

center, designed by The Law Company of Wichita, Kansas. The Linda center will be the fourth shopping center developed by Makad, Inc. The firm recently opened its first center in the Idaho Falls area.

The 82-acre parcel was sold in 1970 to Makad by Mr. and Mrs. Robert Steel of Yuba City, and Mr. and Mrs. Albert Arostegui of Marysville for a reported \$665,000.00.

YUBA CITY FIRM GETS BUTTE ROAD JOB—A Yuba City firm has been awarded the contract for realignment of a Butte County road, according to the State Department of Public Works.

Teichert Construction of Yuba City was awarded the \$298,359 contract for the job which involves rebuilding a 4.3 mile section of Pentz Road from Highway 99 to Clark Road. The job is about 10 miles north of Oroville and the contractor has 105 working days to complete the job.

OPERATING ENGINEERS LOCAL UNION No. 3, MARYSVILLE DISTRICT 60 BLOOD BANK. We urge all the brothers and their families and friends to make an appointment to donate blood at the following places, dates and times, as listed below:

Marysville—Second Tuesday of each month, Marysville Elks Lodge Basement, 920 D Street, 11:30 a.m. to 1:00 p.m. and 2:00 p.m. to 6 p.m.

Oroville—First Thursday of each month, Medical Center Hospital, 2767 Olive Highway 1:00 p.m. to 6:00 p.m.

Chico—Mondays and Tuesdays, Blood Donor Center, 169 Cohasset Road, Chico. Mondays 4:30 p.m. to 3:00 p.m. Tuesdays, 8:30 a.m. to 10:30 a.m. Make appointment, Chico 343-6071, Monday through Friday.

The following have donated blood during the past month: Sandra Bettis and Frank Kuhre. We want to personally express our appreciation to those who have donated blood.

By A. A. CELLINI,
Business Representative

WEST SIDE

Granite Construction Co. has all the dirt moved on the Williams-Maxwell project on new Interstate 5 Highway. They have their rock plant working two (2) nine hour shifts processing material for their asphalt plant and also for the concrete batch plant. Some of the material is also being used by Universal Soil Construction to make C.T.B.

A. R. Reed Co., from Richmond, is doing the concrete saw work on the job. Polich-Benedict has all the concrete poured for the bridges and overpasses, and are now stripping forms with one crane, and they have one sand blasting rig cleaning up.

Hertel Construction has bridge demolition and replacement of shorter bridge. Wolin and Son is doing the excavating on the detours. Bridges being replaced are on the Maxwell-Colusa Road.

Work is slow for Baldwin Construction in Yuba City area, so part of their crews are working with Butte Creek Rock crews in the Paradise Pines area. Plumas Contractors is working on Paradise Pines project, also finishing up roads. Triangle Engineers is also clearing in the area for more road and realignment of Skyway.

Most jobs in this area are now going full bore. None of them are really big jobs but they are keeping a good percentage of the brothers busy.

Sutherland Construction Inc. is working in Butte County making aggregate for the County. They have had their portable crushing plant in the Chico area and are now in the Gridley area. Brother Dave Leland is the foreman with Bob Chapman operating the crusher. Oiling for him is Leonard Saur. Brothers Al free and Marvin Paul are on dozers and Brother Al Temple is doing the repair work and welding. When they finish the job they will have made 65 thousand tons of material which Butte County will be using for patching and repairing of roads in the county.

A. Teichert & Son has four miles of road job on Pentz Road which will be the first part of the development for the new Butte College. Also Teichert has site work on the levees on the Sacramento River in Colusa and Grimes.

Claude C. Wood is also working on levees on the Sacramento River. All work is being done with draglines, scrapers and dozers. The sites are between Robbins and Grimes.

On the levee sites working with C. C. Wood is Moak Inc., putting all the rock on the banks.

K. S. Mittrey has a bridge job on Willow Creek. Brother Al Anderson will be on the backhoe getting the site ready to make changes for the new bridge.

Heitman Excavating and Engineering has just started a project in Yuba City putting in streets and sewers for housing. Here's hoping work on all these jobs keep moving for the rest of the season.

By DAN SENECHAL,
Business Representative

The work picture east of the Feather River and Mountain Area is still holding its own with Hwy. 9, in Sierra County, holding the bulk of the work.

Sutherland Construction of Auburn, is still working hit and miss on their Marysville Road project east of Bullards Bar Dam. This project has been a real headache for both the contractor and Local 3 brothers. The dust is a foot thick on the fills, but the State has been stopping and starting the job two and three times a week because of the compaction factor. This project should have been a good job with long hours, but as of this writing, its three days on, and two days off, at best.

Back in the valley, Golden Center Construction, of Grass Valley, are completing the Grande Avenue widening and relining project in Oroville. From there they will move their equipment to Foothill Avenue where they will widen and realign streets and sidewalks.

Baldwin Contracting of Marysville has completed the underground at Kelly Ridge in Oroville and has moved their equipment to Paradise and Magalia.

H. Earl Parker are sub-contractors on the Kelly Ridge project, Phase II, and have, as of this writing, completed the major part of the dirt work.

It is not only tough to lose a job because you are low bidder, but it makes it even tougher to lose when you have equipment already on the job

and a local competitor beats you at still a fair price. This is what happened to Baldwin at Kelly Ridge as A. Teichert & Sons of Yuba City will do Phase III of this project, which is financed by State and private money.

Peace Corps Seeks Your Special Skill

Washington — The Peace Corps is seeking 100 volunteers with construction skills for the Congo and other developing nations, AFL-CIO Vice-Pres. S. Frank Raftery has announced.

"The developing nations urgently need help in training their people to work with their hands to build up their own countries and improve the standards of living of all," Raftery said, adding:

"Through the Peace Corps, a craftsman can pass on his skills to others, thereby making a practical contribution to a better world and demonstrating the dignity of labor."

Raftery, president of the Painters and a former Seabee in the South Pacific during World War II, is a member of the National Advisory Council of Peace Corps/ACTION. ACTION is the new volunteer agency which includes Peace Corps, VISTA, Foster Grandparents and other federal programs.

A new Peace Corps program in the Congo has high priority, Raftery declared, with 50 construction and maintenance personnel needed by late fall. The skills requested include 10 machinists, 10 diesel mechanics, 10 gasoline mechanics, 10 heavy equipment operators, 5 welders and 5 auto electricians.

These volunteers would take part in a plan to create a network of training and operational centers which would rebuild roads, bridges and ferries throughout the Congo. A transportation system is seen as the key to development of the Congo, which is equal to the size of the United States east of the Mississippi. The World Bank and the U.S. Agency for International Development are backing the project.

Swaziland and Sierra Leone are other African nations seeking skilled volunteers. Swaziland needs 14 skilled volunteers, most of them experienced mechanics; Sierra Leone needs people with experience as builder contractors and foremen to oversee projects and train foremen and workers.

Korea has requested four agricultural mechanics and four electricians to serve at rural vocational training centers. The United Nations' UNICEF and the International Labor Organization are cooperating in this pilot project to equip Korea's rural youth with skills badly needed in farming areas.

Micronesia, the Pacific area administered by the U.S. under a U.N. trusteeship, has asked for several volunteers with construction experience, along with engineers and architects.

The Peace Corps, which has 7,500 volunteers in 57 nations, provides language training, travel, housing, health care and a modest living allowance. A

(See PEACE CORPS Page 10)

New Gold Mine Ahead!

Copper Strike Hangs On Despite Efforts to Settle

By JERRY BENNETT, District Representative; RUSSELL TAYLOR, Business Representative; DALE BEACH, Business Representative, and LENNY FAGG, Business Representative

W. H. Ebert Corporation and Spartan Construction (J.V.) from San Jose, California, for the bid of \$684,066 were awarded a contract from Trimont Land Co. to construct a siphon and trunk sewer line from Martis Valley to Truckee.

On June 24th, Nevada Paving, Inc. of Sparks was awarded a job in Reno by the City of Reno. It went for \$209,345.85 and consists mostly of alley repair and some underground work.

Contri Construction of Incline Village, on June 22 was awarded a job in Markleeville by the Diamond Ditch Co. There are eight reinforced concrete structures to build and approximately 3,300 feet of various sized pipe to lay. The bid was \$132,686.25. This company also has some more development work in Tyrolian Village at Incline.

Highland Construction of Tahoe City received an award from Tahoe City Public Utility District for the construction of another section of the West Shore Export Line. \$1,107,818 was their bid with Valley Engineers right behind at \$1,221,529. Highland also was awarded another contract in Martis Valley for around \$600,000 worth of land development work.

Roberts & Shaver, Inc. of Reno on June 29th was low bidder on the Veterinary Science Research Building at the University of Nevada. Their bid was \$119,642.

A. Teichert & Son has started work on their \$13,000,000 land development north of Truckee. The work is for Lake World Development Co. They are working 6 days a week at 10 hour days at present. The plants they have in Truckee are running full bore now with material heading in all directions.

TAB Construction of Las Vegas picked up a job in Carson City for \$121,758. It consists of a water distribution system and sewage collection system for the Carson City Indian Colony.

Rust Engineering is presently underway on the remodeling of the Kennecott Corp. Smelter Building. This job will last about 8 months. They have 7 Brother Engineers on the payroll.

Helms Construction Co. on the Thousand Springs Job is approximately 50 per cent complete. The job is going smoothly although they have some traffic problems.

Helms Construction Co. on the Elko East Job is finishing sub-grade at the present time. They hope to start hot plant operations in about a week. The crusher is still producing materials for the Hot Plant on this project. They have approximately 19 Engineers employed.

Helms Construction Co. on the Elko West Job is about complete with the subgrade on the West bound lane. They must finish this lane before they can start on the East bound lane. This project has about 22 Brother Engineers.

Helms Construction Co. also just landed a small job in the Town of Elko. The bid was for \$288,283.40 and has been awarded. Will start in about 10 days.

Parsons Construction Co. on the Northfork Project has about completed the dirt. Savini Construction Co. has the gravel and hot mix. They have their crusher set up at the present time. They plan to start the gravel in a few days.

Max Riggs Construction Co. is low bidder on Highway Contract North of Carlin Canyon. This project will start in about a week. The bid was for \$2,037,447.65.

Hensel Phelps Construction Co. has the contract on the West End of Carlin Canyon. They are presently bringing in equipment. This project will kick off in a few days.

Parsons Construction Co. on the Winnemucca Freeway Job started the hot mix about a week ago on the East bound lane. They're using all new equipment and the job is now running smoothly after a few minor problems.

Helms Construction Co. on the 395 North Job is about ready to start gravel. They are presently setting up the C.T.B. plant. This project has about 20 Brother Engineers.

Frehner Trucking Co. on the Wells-Sutro Street job is about 60 per cent complete. They also landed the Boyington Lane Job and have just broke ground. This job will last about 8 months.

Development of a new gold mine is in prospect for Northern Nevada. Geologists for Bullion Monarch Company have disclosed that the company has entered into an option agreement with American Selco Inc. American Selco will have a five year option on the property with minimum payments to be made to Bullion Monarch.

Anaconda Company is meeting with the negotiating committee in Weed Heights, Nevada. At the time of this writing it is too early to make any predictions as to the outcome. Their contract expires July 31, 1971.

Virtually all the Nation's copper industry is out on strike. The employees at Duval's copper property south of Battle Mountain, Nevada have been working up a set of proposals for their new contract. Their old one expires February 1, 1972.

Leo McCarthy To Head Labor Relations Unit

Assemblyman Leo T. McCarthy (D-San Francisco) has been appointed chairman of the Assembly Labor Relations Committee by Assembly Speaker Bob Moretti.

McCarthy replaces Assemblyman David A. Roberti who was sworn in as a State Senator this week following his victory in a special election in the 27th State Senatorial District in Los Angeles to replace George E. Danielson who was elected to Congress last November.

Other members of the committee are: Assemblymen Ketchem (R), vice chairman; Bidle (R); Chacon (D); Garcia (D); Gonsalves (D); MacGillivray (R); McAlister (D); and Wakefield (R).

Busy Marin Keeps Many Jobs Moving

By AL HANSEN

Robert Mulloy Excavating is going strong at present on their Shelter Ridge job, starting the underground which they have been trying to finish up on their other job at Tam Valley. Finishing their parking lot jobs at Mill Valley and Larkspur, they are waiting for a permit thru the City of Mill Valley so that they can cross the upper end of Richardson Bay Bridge to haul 40,000 or 50,000 yards, and also for some fill they have on the Dickman job at Mill Valley.

Massman Construction Company is back to work. The carpenters had pickets on this job for a few days, but it's starting to roll very well again.

Brown Ely is also on this job doing all the excavating, which will be a "off and on" job. They can only do so much at a time, then pull out and do some more.

Carlos Gonzales and Oberkammer Company is rolling right along with quite a bit of work; Dan Coleman Associates, same thing.

Moberly Construction Co. is back on a one-shift operation again, after running two shifts for a while. They were having trouble with compaction but seem to have this cleared up at present, going full blast on one shift and should be another week or less finishing up this job, 300,000 yards "Crossroads" Hwy. 101-37.

Murray-McCormick with a few jobs in the area; Site Engineers as well.

Brown-Ely starting to pick up with a few jobs here and there.

McGuire & Hester on Laurel Grove Ave., opposite Sir Francis Drake Blvd., finishing up the pipeline job.

Hein Bros. Quarry in Petaluma moving right along.

Basalt Rock, as well as Quarry Materials and Hutchison Quarry.

Blasi Construction finishing up their school job in Petaluma.

Marin Trucking & Storage has a few jobs around the area, trying to keep busy.

Engineering Field Services also keeping busy; Art Lang Engineering also with a crew around the area.

Teichert and Son doing quite a few small subdivisions in Petaluma area, have moved most of the dirt and at this time doing the underground.

Soiland Company also in the Petaluma area, working in the sub-divisions, keeping a good sized crew going.

F. Clementine also in the area with a few men, putting in top soil, lawns, etc.

Art Siri's job in Petaluma, Highway 17, is moving right along with a good crew.

Ghiolotti Brothers with jobs all over the place, recently picked up a \$151,600 job at Corte Madera—streets and road work.

Bresnan & Dalecio moving right along with their job at Pt. Reyes Lighthouse for the U.S. Coast Guard, also picked up a \$21,000 job at Sleepy Hollow—slide repair.

Merz Brothers still moving right along with their job at National Seashore Park at Pt. Reyes.

Allan Marin starting another subdivision at Tam Valley.

Elmer Freethy back to work on their Corte Madera Creek

Housing Starts Up!

East Bay Work Shows Some Small Spread Gains

By HERMAN EPPLER

The majority of the work in the southern part of the county is still in the new housing field. This being the backbone of our work force, we are somewhat affected by the Carpenters strike. They have many pickets throughout the Fremont and Hayward area, but most of our work is completed by the time the Carpenters come on a job. This being the case the effect on us is that not too many brothers are held off where they would normally be working.

Kaufman and Broad, one of the larger developers in this area, have (8) eight different projects in production now. These range from single family homes to condominiums. Now they have a prefab home that can be set on a foundation in one day. This type home is built in a Factory in Livermore and delivered to the jobsites by truck.

Oliver De Silva is working on a street repairing project now in Pleasanton, they have many brothers in that area. The William A. Smith project, BART rails from Union City through Fremont, is slowing down now. We have (4) four operators left on the job, but they will be there through the summer months.

The Equipment Dealers in the area are still a little on the slow side, however, most all of those employed within the shops are getting 40 hours a week now. The equipment repair business is not as good as previous years, but the companies are looking forward to a better fall season. We held a meeting with the employees of most of the equipment dealers to discuss the forthcoming negotiations; many good ideas came out of that meeting and will be used in negotiating of the new contract.

Within the Rock, Sand and Gravel plants, work is approximately the same. Kaiser Sand and Gravel has several outside pieces of equipment working within their plant. They are overhauling the settling ponds for the Pleasanton location. Freeman Sondgroth is doing the work. Rhodes and Jamison, Pleasanton is putting the finishing touches on the new belt that will haul the virgin material to their plant. This will shorten the scraper haul and will give the whole operation more work area. Rhodes and Jamison at Centerville has rented some Paddlewheel Scrapers to replace the older scrapers which were moved to Pleasanton. These changes are being done with the aim of improving operations at both plants.

The Castlewood Golf Course is putting up a new clubhouse Castle to replace the one that burned down. Stolte is doing this project. They have all of the foundation in at this time and are starting up with the walls. The plans are to have the castle completed by late next year.

By TOM CARTER

A multi-million dollar project is scheduled to start at the Chevron Chemical Plant in Richmond. This new facility is scheduled to be completed by January of next year. This unit will consist of three large reactors and will be the most modern process of its type in

this area. At this time several contractors are in the process of removing the old unit, plus the preliminary work for the new project.

A contract to construct Pinole's new secondary Sewage Treatment Plant will be awarded to the Ziebarth and Alper Company of Carson, on its low bid of \$1,945,700 dollars. This project will get underway this summer and will be completed late next year.

Joint action of the City Council and Walnut Creek Aquatic Facilities Inc. has cleared the way for construction of a new swimming pool complex at the Heather Farms Community Park. Martinelli Construction Company of San Francisco was awarded the construction contract for the pool and buildings on the one-half million dollar project. The complex is to be completed within 180 days after the start of construction, which will be financed by a \$650,000 dollar bond issue passed last year by the voters of Walnut Creek.

By PAUL WISE

The work in this area is starting to slowly materialize and the prospects in the near future are looking a little more favorable than in the preceding year.

The Polich Benedict job on Route 24 is not up to our speculation on job opportunities for the engineers that we were looking forward to and hoping for. It will keep approximately (5) five brothers busy until around August 1972.

O. C. Jones in Crow Canyon is having a little trouble trying to get full steam because the underground utilities have not been placed on time like they should have been.

Dravo Company is still plugging along laying ballast, ties and rail for BART.

Rodoni and Son are going full bore on their million plus yards job at Rossmore World of Leisure, keeping approximately 15 brothers highballing for another four months or so, then Elliott will move in and start the underground utilities, streets, etc.

Pacific Excavators are keeping ahead of schedule on their Sausal Creek job. It should be finished before the heavy rains hit.

Brothers, there's one important issue we would like to stress at this time and that is safety. You know as well as the next fellow, that if you let your guard down on safety you're dead or could be maimed for life, so always think safety on the job and at home and the chances are you will be around when the fellow who doesn't is underground.

Hard Hat Show Encore

Members within the range of Channel Four (4) KRON-TV in San Francisco can look forward to the reshooting of "Beneath The Hard Hat" on the prize-winning Assignment Four on Sunday, September 4th at 7 p.m. The show, well received in its initial showing, examines the many problems faced by today's construction worker in the Bay Area.

Apprentice Systems Notebook

By **DANNY O. DEES,**
Administrator



This News Issue will bring into focus some of the things the Apprentice himself is required to do and must do. In this issue you will find the applicable Rules and Regulations as well as the penalties for the Registered Apprentice in the program. Even though in one of the earlier issues we notified the Apprentice and the membership of Local #3 that our related instruction classes had been transferred to Rancho Murieta, these same Rules and Regulations are applicable to the Registered Apprentice. They are administered by the Sub-Joint Apprenticeship Committee where such committees are established in the various districts in California, and are administered by the State Joint Apprenticeship Committee where there are no such committees.

There are two absolute requirements for a Registered Apprentice:

First, he must secure a Class I Drivers License in the State of California, or its equivalent in Northern Nevada, the State of Utah and the State of Hawaii;

Second, he must acquire a First Aid Card during his first period of training.

These two are required before he can proceed to the next period of training.

One clarification in regard to the Rancho Murieta Training Center. It is an absolute must that an apprentice must finish 80 hours of the required related instruction at Rancho Murieta Training Center for each 1,000 hours of on-the-job training before he can be advanced to the next period of his training.

The Rules and Regulations may appear rather harsh and severe to a Registered Apprentice, but he, as well as other people, must bear in mind that he is being paid (and a very nice wage) while he is training to become an Operating Engineer. The academic student has a completely reverse situation. He not only has to pay his own way in college, but must clothe and feed himself while attending. He also has very strict Rules and Regulations to abide by while attending college.

In the case of apprenticeship training, there are a great of number of people from management and labor groups serving on the various committees and special committees who work out the problems for the apprentice. This in conjunction with the amount of money per hour paid under the Collective Bargaining Agreement made the apprentice training field one of the finest in the world. The apprentice should certainly apply himself to the fullest extent and be thankful that this opportunity has been made available to him.

APPLICANT AND REGISTERED APPRENTICE RULES AND REGULATIONS

An Applicant or Registered Apprentice who fails to understand any of the following rules is to contact his Coordinator for clarification.

1. All cards and correspondence must include your Social Security number and be mailed to the Administrative Office, P.O. Box 768, San Francisco, California 94101.

Reporting Cards (Work and School):

1) Must be in the Administrative Office before the 5th of each month;
2) Must not be folded, bent or mutilated;
3) Must be totaled across for on-the-job work hours;
4) Must be submitted each month (whether employed or unemployed).

2. The falsification of any records will be subject to discipline. All reporting cards will be verified and audited.

3. The Applicant or Registered Apprentice must keep his correct address and phone number in his home area office, as well as in the Administrative Office (whether employed or unemployed).

4. The Registered Apprentice must attend sub-committee meetings, safety meetings and all other meetings as directed.

5. The Registered Apprentice will not be allowed to attend safety meetings in other areas to make up missed safety meetings in his area.

6. The Registered Apprentice must attend school regularly.

7. The Registered Apprentice must not quit a job.

8. The Registered Apprentice must complete the required on-the-job training and related classroom instruction each period with passing grades.

9. The Registered Apprentice must acquire the Standard American Red Cross First Aid Card and Class 1 Driver's License during his First Period.

10. The Registered Apprentice who wishes to transfer from one home area to another must write a letter to the Administrative Office asking for such transfer. A transfer is not complete until the Registered Apprentice receives formal notification from the Administrative office of such action.

11. Application for Military Leave of Absence must be made by letter to the Administrative Office within ten (10) days after induction.

12. Any Registered Apprentice drafted into the Military Service or joining the Military Service and approved for Military Leave of Absence will be reinstated in the period in which he left the Program upon applying within ninety (90) days after being discharged.

Rancho Murieta Training Center Still Best Apprentice Opportunity

By **CLEM HOOVER**

The Teamster strike has slowed the work opportunities for the apprentices in the three areas that I service which is, Stockton, Sacramento and Marysville, but some of the apprentices have used it to a big advantage for themselves.

As you know the apprentices now have to attend Rancho Murieta for their related instruction instead of attending night classes at a College in their respective district, therefore

while they were not working because of the strike the ones that needed their related instructions took advantage of the situation and got their two weeks at Rancho Murieta.

This not only will fulfill the requirement of the JAC but it will give them a chance to gain some experience which will be of great benefit to them when they do go back to work. This training at Rancho Murieta Training Center has proved to be most valuable for the ap-

prentice. They have a chance to gain experience in classifications that are not available to them with the employer, which will make them a better Journeyman upon completion.

This becomes more important after January 1, 1972 when the program will be reduced to 4,000 hours. The apprentice then must obtain the required experience, to make himself a qualified Journeyman in 4,000 hours instead of 6,000 hours under the present program.



UTAH JAC meets at Local Union 3 offices in Salt Lake City. Members included Lake Austin, Wayne Lassiter, Kay Leshman, Bill Gaines, Jack Parson, Ruth Smith and Tom Bills.



BUSINESS MANAGER Al Clem congratulates Phillip Klingonsmith Jr., outstanding apprentice for State of Utah during district meeting in Provo, Utah.

Like Brother, Like Brother

Construction Skills Seem Sure To Be a Real Family Affair

By **JOHN THORNTON**
Coordinator

It may not be unusual but it seems unique that we have so many apprentices who are brothers or have brothers who have made application for the Operating Engineers Apprenticeship in the State of Utah. Not only are they blood brothers, but they also want to be brother engineers.

We are of the opinion that this speaks well for the Apprenticeship Training Program for an apprentice to encourage his brother to take advantage of the training offered.

Kirt Klingonsmith, who recently made application, was no doubt inspired by older brother Phillip Klingonsmith, who received the Outstanding Apprentice Award for Utah last year.

Ike Harward and Jerry Ross, who received their Certificates of Completion at the July 1971 meeting, are being followed by their brothers, 4th period Apprentice Lane Harward and 1st period Apprentice Kenneth Ross.

Eldon Holmes, 1st period Apprentice, is still representing

the family while 2nd period Apprentice T. Lloyd Holmes is serving military duty.

Brothers Ronald and Richard Bridgforth, 1st period apprentices, joined the program at the same time and are working their way up together.

Robert Taylor, 2nd period Apprentice, is a step ahead of 1st period brother James Taylor.

New applicant Louis Fossat is hoping to catch up with 1st period Brother Ralph Fossat, and George Hardman, 2nd period, has encouraged younger brother Michel to make application.

We also have several sets of brothers who have recently made application — Robin and Lyn Doure and Daniel and Richard Bush.

More JAS Notebook

(Continued from Cols. 1 & 2)

FAILURE TO COMPLY WITH THESE RULES WILL MEAN AUTOMATIC SUSPENSION FROM EMPLOYMENT OR ELIGIBILITY TO BE EMPLOYED OR AUTOMATIC REMOVAL FROM THE PROGRAM

Availability for Employment: An Applicant or Registered Apprentice must be available for employment and he must give his current address and phone number to the appropriate Joint Apprenticeship Committee. In the event the Applicant or Registered Apprentice cannot be reached by telephone at such number for five (5) consecutive working days, he shall no longer be eligible for dispatch. He shall be so notified by registered or certified mail, return receipt requested, sent to his last known address in the files of the appropriate Joint Apprenticeship Committee. Reinstatement on the list can be accomplished only by a written application to the appropriate Joint Apprenticeship Committee; and if reinstated, his name shall be placed on the list as if he had taken the first test following the approval of his application for reinstatement in accordance with his test grade.

Refusal of Dispatch: No Applicant or Registered Apprentice may refuse a dispatch except for good cause. The Applicant or Registered Apprentice shall make his refusal in writing addressed to the appropriate Joint Apprenticeship Committee and if the same is not received within one (1) calendar week of his refusal, his application or registration shall be terminated. If the appropriate Joint Apprenticeship Committee or sub-committee of the home area in which he applied finds that the refusal is not for good cause, the application or registration shall be terminated and he shall be notified by registered or certified mail, return receipt requested.

JAS News

VOL. 1—NO. 8 AUGUST, 1971

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

Far Reaching Effect!

Examine Impact of New Contract on Apprentices

By JACK McMANUS

The current changes in the Collective Bargaining Agreement affect the apprentice in many places; however, the most important place to the apprentice, from his point of view, is the paycheck.

The wage rate for the Operating Engineer apprentice is governed by the Master Collective Bargaining Agreement for Northern California that has been recently ratified and is effective retroactive to June 16, 1971. This agreement is effective from June 16, 1971 through 1974. The wages of an apprentice are determined by Group 8 of the Collective Bargaining Agreement and on the percentages of 70, 75, 80, 85, 90 and 95 per cent. These percentages will continue through December 31, 1971 and are listed as follows:

WAGE RATE OF GROUP 8—\$7.66

1st period 70%=\$5.36	4th period 85%=\$6.51
2nd period 75%=\$5.75	5th period 90%=\$6.89
3rd period 80%=\$6.13	6th period 95%=\$7.28

By reason of the reduction from the 6000 on-the-job training hours to 4000 on-the-job training hours, the Joint Apprenticeship Committee will re-evaluate all registered apprentices that are now in the program and you will be notified as to the appropriate period that you have earned, one through four. You will be paid the appropriate percentage at the time of the change of the program. That date has been established as January 1, 1972. Therefore, you will have six periods of apprenticeship in effect until January 1, 1972. At that time there will be but four periods of apprenticeship and you will be inserted in the proper period of your training to comply with the apprenticeship Standards.

The new wage rate, the working conditions, the change of hours to your credit and all other administrative duties will have been completed and you will be informed at special meetings or with interviews with your sub-committee or your coordinator to give you all the information that is applicable to your particular case.

We are pleased with the results of the new Collective Bargaining Agreement and this in itself is a large boost for apprentices, training and minorities. Without referring to history and to past practices, except to say the Operating Engineers Joint Apprenticeship Committee and the parent bodies, the labor organizations and the management organizations, have been first and foremost in innovating new practices and new methods of training, recruiting and teaching. One more new huge step for training will be implemented on January 1, 1972 when this portion of the Collective Bargaining Agreement becomes effective. A fund has been established in which money will be placed in that fund to your account by the hours worked, that upon the completion of your apprenticeship you will have a substantial sum of money that will enable you to join the ranks of the journeymen properly equipped in training and all other advantages instituted by the apprenticeship program. We know of no other instance in which a man is handed a completion certificate, a hearty handshake and an economic boost when he begins his journey as a Journeyman.

We would report to you at this time of the classes at Rancho Murieta Training Center. These classes are for your advantage and consists of 40 hours of creditable classroom time per assigned week toward your required hours spent in related technical training. Classes are conducted under the most modern of conditions with the most up-to-date of in-service training facilities and the instructors are of the highest calibre. Classes usually average an attendance of 15 to 25. This allows for better classroom instruction than the usual large classes held in the public school systems.

It is through methods like these that the word "related" becomes meaningful, this is one way in which you, the apprentice may read about an item or learn about an item through a textbook or a reference book then immediately put your "hands on" technique to learning or to using that self-same item very probably the same day you read it. This is instruction that is related, it is not academic study; however, it is incumbent upon you the apprentice and the young journeyman to reason and to think not as merely a person who operates a machine but one who knows why it operates and how to get the most from that machine.

Another item of great interest to the apprentices as well as to the journeyman and journeyman trainees at Rancho Murieta Training Center is a first aid class. You as the apprentice must have your first aid card current—this is the place to get it. We are now using the multi-media system developed by the American Red Cross as the latest, the most knowledgeable method of learning first aid and it is incumbent upon you, to get that card at all costs.

Just to summarize some of the information that is available at Rancho Murieta. A young apprentice approached the other day and this is the way he rapped it up with me: "Hey, man, it's a new scene. I didn't come to watch this ballgame. I want to get on the team. Since the related classes have been moved to Rancho Murieta Training Center I have learned what 'related' really means. Now, when an instructor talks about a rig in the classroom—I get to use one with my hands in the afternoon. That, man, is 'relating' and 'relating'—I dig."

"And some of these oldtimers aren't square at all just

(See MORE CBA IMPACT Cols. 4 & 5)



LABOR-MANAGEMENT MEMBERS from Operating Engineers Local Union No. 3 Joint Apprenticeship committee attending a workshop session conducted by the Nevada State Apprenticeship Council are, from left, to right: Bill Gaines, Danny Dees, Administrator, N. Nevada Operating Engineers (N.N.O.E.) J.A.C.; Geno Savini, Savini Const. Co., and Management Representative of N.N.O.E., J.A.C.; Gail Bishop, Member Nevada State Apprenticeship Council representing employees and Apprenticeship Coordinator N.N.O.E., J.A.C.; and Stan Jones, Nevada State Labor Commissioner. Bill Gaines, Director of Affirmative Action for the Joint Apprenticeship Committee participated in the panel and gave a report on the Operating Engineers Affirmative Action efforts. Mr. Gaines said that after 5 years of effort the J.A.C. is beginning to see some of the products of those efforts. He said their program has been one of education; educating both the contractors and the employment service.

Dees Wins Utah State Award For Dedicated Public Service

By JOHN THORNTON
Coordinator

The Utah area still has a large backlog of applicants who have not yet been dispatched to work. We hope to get quite a few more of them out on their first job before the close of the program at the end of the year. However, those already serving as Registered Apprentices are being kept busy at the present time.

We wish to congratulate Lane Harwood, Plant Equipment Operator, who has just completed his apprenticeship training and has been advanced to Journeyman status. We also wish to congratulate Jay Krek, Surveyor;

Michael Draper, Surveyor and Phil Christensen, HDR on their 2nd to 3rd period advancement, and Steve Pratt, HDR; Larry Chidister, G&P; Robert Loris, HDR, and Chad West, HDR on their advancements from 1st to 2nd period apprentices.

At the August meeting of the Utah J.A.C., Grant Tuckett, Director of the Utah Apprenticeship Council, on behalf of Governor Calvin L. Rampton and the State of Utah presented to Danny O. Dees a Certificate of Award for five years of public service to the State of Utah.

More on CBA Impact

(Continued from Cols. 1 & 2)

because they talk a little 'way out'. When they mean they want to 'rap' all they're saying is they're having a 'bull session.' The young cat just has to get with them because they sure dig the construction scene.

"And let me try some of their language and we'll see if you know what I'm trying to say. You know, when we went to classes in our own hometown schools, it was pretty dull and hard to swallow. The teachers were good guys but they were kind of limited—if we were studying something they had never done. Well, up here, that instructor in the field is a real 'pro' at his category and he wants to see me learn and he takes the time to tell one and to show me what I'm supposed to know.

"And one of the best things about Rancho Murieta Training Center is how they rap, I mean bull sessions in the dormitories after training hours, or when we are just talking in the rec hall. Some of those old guys are pretty good on a pool table and I guess I have a lot more to learn than just 'running a rig.' See what I mean, their language isn't too hard to understand because it is the same language my mom and dad use.

"I really like the Training Center because I'm meeting a lot of nice guys that will be in construction and in many of the construction jobs I hope to work on in the future. I found out one thing—meet these guys half-way and they will meet you the other half. They have given me a chance that I won't forget. I hope you cats don't forget to use your chance when the man gives it to you. Well, I hope I see you at Rancho Murieta Training Center because this cat is going to be there just as often as I can get there and I'll take away more than I'll ever bring. Thanks for listening."

I think the above information from the apprentice himself tells a better story than anyone else can and I'm sure that young man is going to use the information and the instruction that he has received through the Apprenticeship Program and it only points up to everyone concerned that it is the same as the inscription on most bottles "NO DEPOSIT—NO RETURN". This only says that in order to get something out of something you have to put something into something.

So, let's all put something into it. Let's put into it our hearts, our heads and our hands. Just as many people have made this program possible, it's up to you, the apprentice, to make this program a success by helping those who you work with, those you work for and for yourself and your family.

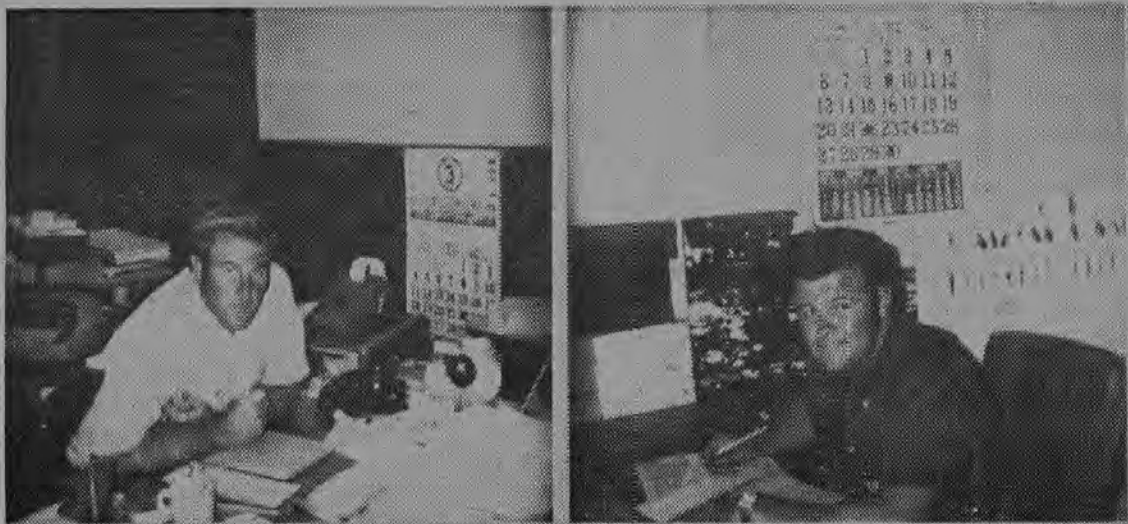
New Regs On Survey Firms Set

By BILL GAINES
Director Affirmative Action

It would seem possibly of value, at this point, to alert all concerned with the two newest "winkles" in the Federal government's position as regards Federal participation in contracts of work that potentially pose the greatest problems for Operating Engineers.

In the first situation, your Affirmative Action unit has, for the past several months, been receiving an increasing number of calls from land surveyors and engineering firms who are signatory to agreements with Local No. 3, all of whom suddenly seem to have developed "problems" in the area of contract compliance. This would indicate primarily that the compliance people have now reached out and have discovered that these surveying firms also share in the Federal dollars in many contracts and that their responsibility as regards affirmative action and contract com-

(See SURVEY AA Page 9)



APPRENTICE JOSEPH CARON (left) is taking his Journeyman Certification Test. Joe has been an outstanding apprentice and is going to be a top operator. He is working for Universal Demolition Co. from South San Francisco. They say they are going to keep him as an operator, so good luck, Joe. William T. Silera (right) is also taking his Journeyman Certification Test. He is working for Skyscraper Const. Co. at the San Francisco Airport. He will also have a job operating with the same company. Silera is very safety minded. He had a bad accident at one time and doesn't want another. The work in the San Francisco and San Mateo area has been very slow due to the shut down of jobs. The future looks very promising for all our apprentices.



FAST THINKING FRESNO Apprentice Bob Blaylock put recently learned first aid training to use when a transit mix driver got his arm caught in revolving mixer.

Saves Transit Mix Driver

First Aid Training Pays Early, Related Dividend

By Nick Carlson, Coordinator

Fresno apprentice Bob Blaylock, put his Rancho Murietta Training Center first aid training to use recently. Bob is employed by W. M. Lyle Co., of Fresno. "Mac" Lyle, the vice president of W. M. Lyle Co., serves as a member of the Fresno Sub J.A.C.

Bob had just returned to his job, following his two week related training stint at R.M.T.C. While at the Center, he received his first aid certificate. According to Oper. Eng. Bros. Hugh Turner and Roy Turner, both operating backhoe on the construction job, the excellent first aid training Bob had received, and was able to apply when needed, probably was instrumental in saving a man's life.

A crew was preparing to make a concrete pour. The transit mix driver had climbed upon the back of the rig to make a final check before changing the rotation of the drum and starting the pour. He lost his footing, and in trying to catch himself, his right arm went into the revolving mixer. Crew members immediately stopped the mixer and got him loose. His arm was badly mangled and was bleeding profusely. Apprentice Blaylock promptly applied pressure at the proper point and stemmed the flow of blood until an ambulance arrived and removed the injured man to a hospital. Sixty-eight stitches were required to close the wounds.

It looks like the long awaited Buchanan Dam is about to become a reality. This huge structure, to be erected approximately twenty miles east of Madera, is scheduled to be advertised for bid sometime in early 1972. This earth filled dam on the Chowchilla river will be erected under the supervision of the Corps of Engineers. George Magann is the resident engineer on the project.

Witham Const. Co. of Fresno is presently engaged in the construction of app. 5.5 mi. of access road to the proposed dam-site. G. P. apprentice Larry Goodrich is receiving some diversified training from the gang of old pros employed on this project.

Bro. Lee McClatchy is job supt. Paul McCrory is master mechanic, Larry Adams, Jim Keply and Bob Selers are running scrapers; Virgil Arnett on the blade, Bob Vanderpol on the D9 Ripper, Tony Ruiz on the blade and Gene Brown setting grade.

The need for this dam has been apparent for many years. The old timers in the area report that as many as forty years ago local farmers banded together and attempted to construct a dam at this site. They employed horses and Fresno scrapers, and possibly other equipment available at that time. However their manpower and equipment seemed to be inadequate. The project was abandoned. There still exists evidence of the dam that they attempted.

Survey AA

(Continued from Page 8)

pliance is identical with that of all other contractors.

We have again been able to supply the people in the balance that handles these compliance problems and in a number of cases we were prepared to supply people and found the contractor unready or unwilling to hire those they were allegedly seeking.

In the second instance, there has come into being an Environmental Protective Agency (apparently an arm of the U.S. Department of Labor) that concerns itself with construction projects in areas where ecological considerations are paramount. Additionally, representatives of this agency also concern themselves with statistics (See SURVEY AA Col. 5)

On a Merry-Go-Round!

Apprentice Applications Up: Shortage of Jobs

By CLIFF MARTIN
Coordinator

THE WORK PICTURE has been very gloomy in the last couple of years and the number of our apprentices has declined. Because a few apprentices have become advanced to journeymen status we are beginning to indenture new applicants from time to time. There have been a few apprentices working as oilers in the Eureka and Santa Rosa areas, covering such classifications as core drilling, horizontal drilling and short term oiling on truck cranes. We have also sent apprentices out as boxmen and firemen until someone is available to fill those classifications.

Due to the unemployment situation we have had a greater number of people inquire about our apprenticeship program. We have about 50 per cent more available applicants than we have had in the past. Bill Gaines has been attending our Sub-JAC meetings in order to keep the committee posted on the selection procedures and such legislation which pertains to minorities.

TOMMY DAVIS, CHAIRMAN and regular member of the Redding Sub-JAC representing management, indicated at our last meeting that he would be submitting his resignation. He has been a member of the Redding Sub-Committee about three years. We would like to extend our appreciation to him for his participation.

OUR REGULAR QUARTERLY SAFETY PROGRAM MEETINGS were held in Santa Rosa and Redding. Bro. Fran Walker

conducted the Safety Meeting and he showed visual aids on wrecked equipment although some of it was well stacked. At the conclusion of the Safety Meeting a bull session was held, discussing the job opportunities, the bargaining agreement and Rancho Murietta.

Survey AA

(Continued from Col. 3)

involving the percentages of minority workers, both apprentices and journeymen, in craft unions from which the particular contractor draws his people. We have been given to understand that the contract awarding or letting or payment may somehow be delayed or blocked by this agency when the information sought from the contractor is not forthcoming. We have as yet no hard information on just how active this group is going to be but it appears to be a situation worth watching.

Both of the new considerations would seem to make it vital that we continue to work toward the ability to supply "trainees" of any description from our formal apprenticeship program.

We are making definable progress. Both the cooperation and the direction from the union administrator and from the apprenticeship program administration, as well as cooperation from those "in the field", has been gratifying and well calculated to produce the necessary results.

Testees Testify to Tape Tests Total, Topical Truthfulness

By LOU JONES

Although it is well known that work opportunities in the construction field are very limited, the requests for applications into the Apprenticeship Program continues. In Oakland we are presently maintaining a list of one hundred and thirty-seven who have taken the qualifying tests.

Instructions to the applicant during the test are given from tape recordings which have been issued on the Co-ordinator in each testing area. This method of administering the tests has been very well received by the applicants for it becomes immediately apparent to him that he is being tested in exactly the same way that all others are tested.

In testing large groups I find that frequently there are some applicants who arrive at the testing location with a preconceived notion that he will not get a fair chance to qualify, however, once the tap recorder takes over in the testing he quickly relaxes and I believe that this impersonal and relaxed procedure enables the applicants to do their best.

Once the tests are completed the applicants are requested to affix a seal to the envelope containing the completed tests before they are forwarded to San Francisco for scoring by an electronic machine. The applicant is informed before leaving that if for any reason he questions the score he attained, he may write to the main office of the Apprenticeship Program and someone will personally go over his tests with him.

Information from the tape is given in such detail that about the only question asked of the Co-ordinator is, "How long before I will know the score," which is usually less than two weeks.



UNUSUAL SNAPSHOT of his cat was taken by Michael A. Rowe, at right, a 4th period apprentice employed by Bissell and Karn of San Leandro. Mike's hobby is photography. He used a Mamiya Sekor camera with an 80 to 205 M zoom lens to take this picture.

Scanning The System

By ART PENNEBAKER

Asst. Administrator, Joint Apprenticeship System

As you are aware the Joint Apprenticeship Committee derives its authority from the Collective Bargaining Agreement. Labor and Management have just concluded negotiations for the new Tech. Engineers Master Agreement. There are two major changes concerning "Surveyor Apprentices":



Art Pennebaker

The wage scale structure has been revised to better fit the purposes of the apprentice and a mandatory ratio of apprentice to journeymen has been established to meet the requirements of state and federal law.

As you read the new ratio from the agreement, please note that there is a minimum and a maximum of new contracts into the work pool. There is no minimum on those persons already in the work pool who are advancing to another classification of survey work.

In conjunction with these changes, the NCSJPC has discontinued the Journeyman Training Program and made provisions for JT's to enter the apprenticeship program. Entrance requirements have been changed for experienced surveyors.

A person who has been "Qualified under the Surveyor Master Agreement can simply apply, sign the necessary agreements and be registered as an apprentice without further testing.

New forms are at the printers, machinery is being set up to evaluate former JTS training and the Standards and Selection Procedures are being examined by the State Division of Standards. The changes will be implemented as soon as possible.

25.00.00 APPRENTICESHIP

25.01.00 The wages, rates of pay, hours of labor and other conditions of employment of Registered Apprentices shall be and are governed entirely by the terms and conditions of this Agreement except as modified in this Section 25.00.00. The education, training and disciplining of Registered Apprentices and Trainees as such shall be and are governed by the Surveyors Apprenticeship and Training Standards of the Northern California Surveyors Joint Apprenticeship Committee.

25.01.00 Any Registered Apprentice shall receive the wage scale of the proper Wage Schedule for the type of work and the county of performance as set forth in this Agreement as determined by the application of the proper percentage of the appropriate classification for the period of training and the work performed all as determined by the Joint Apprenticeship Committee.

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

25.01.02 The intention of the parties to this Agreement is to establish an industry annual average of not less than one (1) Apprentice to each eight (8) Journeymen as provided in Section 1777.5 of the Labor Code of the State of California to achieve the ratio of one to eight and to provide a balance of training and trainees. The Labor Management Committee provided in Section 18.01.00 of this Agreement shall have the authority to vary from time to time the ratios provided in this Section 25.00.00.

25.01.03 When the Individual Employer employs more than three (3) up to and including nine (9) Journeymen Surveyors, he shall employ not less than one (1) Registered Apprentice but not more than one (1) first through fourth period Apprentice. When the Individual Employer employs more than nine (9) up to and including nineteen (19) Journeymen Surveyors he shall employ not less than two (2) Registered Apprentices but not more than two (2) first through fourth period Apprentices. When the Individual Employer employs more than nineteen (19) up to and including twenty-nine (29) Journeymen Surveyors he shall employ not less than three (3) Registered Apprentices but not more than three (3) first through fourth period Apprentices. Thereafter, the Individual Employer shall employ Registered Apprentices in accordance with the above ratio. Supervisors shall not be included in the determination of the number of Journeyman Surveyors employed by the Individual Employer for the purposes of this Section.

Labor Day Greeting

TREMENDOUS PROGRESS

By Governor MARVIN MANDEL of Maryland

I am proud to greet you on the occasion of one of our Nation's most meaningful holidays—Labor Day 1971.

All Americans can take particular pride in the great achievements that our labor movement has pioneered. Today, largely because of the undaunted efforts of labor, our nation is enormously productive. In addition, American workers can also take pride in their participation in the epic struggles for decent public education, better housing, safer

streets, necessary hospital and medical care, equal job opportunities and a balanced economy.

And beyond all this, the labor movement in America has stood for a sense of decency and dignity for all people in a free society.

Organized labor indeed has made possible tremendous progress for many people. But our common goal is not only pride in the past, but hope for the future. I know you will continue your commitment.

Surveyor's Notes

Leadership, Hard Work Wins Top Tech Engineer Contract

By MIKE WOMACK

Hello Techs! With better than one and a half years passing since the last time we wrote for "Survey Notes", it feels good to be back full time with the same group I served my apprenticeship with.



Mike Womack

During this time, this writer has been working with the public employees in the 3-D units of Local No. 3. It has been an enlightening experience for me, and we hope rewarding for the 3-D members.

At the first of the year, our Business Manager, Al Clem, told us to work with the pre-negotiations for the Surveyors and then into negotiations with the Bay Counties Civil Engineers and Land Surveyors Association. Brother Clem also assigned our Vice President, Dale Marr, the Surveyors Apprenticeship Assistant Administrator, Art Pennebaker, and Business Representative Paul Wise to the same task.

With Dale Marr as chairman for the union, we compiled all the pre-negotiation information into one proposal of which we presented to the employer. By this time, the employer had grown to two groups, "Bay Counties" and now including the Northern Counties Civil Engineers and Land Surveyors Association.

The Northern Group is mainly firms from the Sacramento Valley and Tahoe Basin. These two groups notified us that they would be bargaining as one entity for one contract to cover all of No. California and No. Nevada. With this, serious negotiations became reality any many, many meetings ensued. Meetings were held on both sides of the bay, along with sub-committee meetings in San Jose and Sacramento. The longest meeting was held in Concord and it went from 9:00 A.M. one morning until 2:00 A.M. the next morning, with only a lunch and dinner break. Some people are inclined to think of this type of meeting to be "fruitless" but this one in particular yielded the new "travel clause" in the waning hours.

Some concern had been voiced by the brothers as to whether Business Manager Clem would be in attendance at the Surveyors negotiations. One even wrote a letter of extreme concern requesting that Al be in attendance. As many of the brothers know, Brother Clem's schedule would tire the average person just from reading it. To set the record straight, Brother Clem did attend many of the meetings and when his schedule dictated that he had to miss a meeting he was promptly brought up to date. We were always with his guidance and always had him as close as the phone. I think that in the face of the present economy and the many setbacks from our "oil king attorney" president that our Business Manager deserves the

respect and support from each and every one of us.

If there are still any "Doubting Thomases" we can only point to the new contract with the biggest and best improvements ever gained at the bargaining table for the Surveyors. All you have to do is get your "slip-sticks" out and compare last year to this year. (Don't forget the work opportunities gained in the body of the contract.)

The ratification meetings were held in Oakland and Sacramento and the new three year contract, open after two years for wages and fringes, was ratified by 96 per cent of the members attending.

Brother Clem has reassigned us to the Sacramento office and our prime concern is going to be with the non-union firms. Many of the brothers have knowledge of these firms and the knowledge could be of great assistance to yourselves and to your union by notifying the Sacramento office. Ralph Wilson is the new District Representative in Sacramento and he has pledged his utmost support in this campaign.

Printed below is the new travel section for the Tech Engineers and we will endeavor to print at least one section per article, along with some clarification in all succeeding articles. One thing to remember with travel, is that if you're driving the company survey rig home, but reporting to your regularly established office, you drive in at night on your own time up to one and a half hours; but if you are driving the rig home and reporting to a "Job Site," all time spent by the driver from start to finish is paid as time worked.

04.12.00 TRAVEL

94.12.01 An Employee shall be required to report for work at either his Individual Employer's regularly established office or at any job site at the regularly established starting time for his shift.

04.12.02 All travel within the period between the time the Employee is required to report for the day and the time he is released from work for the day, shall be paid as time worked, and the Individual Employer shall provide safe transportation.

04.12.04 Travel time shall be paid as follows:

(1) When the Employee is required to report to the Individual Employer's office and the Employee is released for the day at a different place, the Individual Employer shall provide safe transportation back to the place such Employee was required to report for the day, and such travel time shall be on the Employee's time, not to exceed 1½ hours one way. Such travel time in excess of 1½ hours one way shall be paid as time worked.

(2) When the Employee is required to report to a job site away from the Individual Employer's office, travel time shall be paid as follows:

(a) All travel within the period between the time an Employee is required to report for the day at the job site and the time he is released from work

for the day, which point of release shall be the same as the point of reporting, and excluding the lunch period provided in Section 04.05.00, shall be paid as time worked.

(b) Where the job site is of one (1) day's duration and no subsistence is provided the Employee pursuant to Section 05.01.00, the travel time to and from the job site computed from the Individual Employer's regularly established office to which the Employee is regularly assigned shall be on the Employee's time, not to exceed one (1) hour each way. Time traveling outside the workday in excess of one (1) hour each way shall be paid as time worked.

(c) Where the job site is more than one (1) day and less than three (3) days duration and subsistence is provided the Employee pursuant to Section 05.01.00, the travel time to and from the job site shall be on the Employee's time; however, on the first day of work and on the last day of work at such job site computed from the Individual Employer's regularly established office to which the Employee is regularly assigned, such travel time in excess of two (2) hours one way on each of such days shall be paid as time worked.

(d) Where the job site is more than two (2) days duration and subsistence is provided the Employee pursuant to Section 05.01.00, the travel time to and from the job site shall be on the Employee's time; however, on the first day of work and on the last day of work at such job site, such travel time, computed from the Individual Employer's regularly established office to which the Employee is regularly assigned, in excess of three (3) hours one way on each of such days shall be paid as time worked.

04.12.05 All other travel time situations not herein expressly provided for, if any, shall be referred to the Labor-Management Committee for determination, and if not determined therein the grievance procedure may then be utilized.

04.12.06 For the purposes of this Section 04.12.00 "job site" shall mean a site to which the Employee may be required to report and perform work for not less than eight (8) consecutive hours.

04.12.07 For the purpose of this Section 04.12.00, the individual Employer's regularly established office shall mean the place to which the Employee has been last dispatched.

So long for this issue—see you at the next P.I.

Peace Corps

(Cont. from page 5)

readjustment allowance of \$75 a month is payable at the end of the 27-month tour; \$200 a month is set aside for families in the few cases where they can be accommodated and the spouse can perform volunteer services.

Applications are due by the end of August. Contact Ray Dolan, Labor Liaison, Peace Corps/ACTION, Washington, D.C. 20525, or call collect, (202) 382-2657.

History of Hawaii's Success in Local Union 3

(Cont. from page 1)

of construction from the Island of Oahu to Hilo in the future, I organized the merger of this independent union with the Operating Engineers Local Union No. 3, AFL-CIO. On August 6, 1960 the Federation of Hawaii Workers voted to affiliate with Local 3. Today thru the migration anticipated over ten years ago, our Hilo office services approximately 450 brother members.

Flynn Learner Construction Company, Hi-Way Transportation and Contracting, and Permanente Cement Company—Pier 32, were among the first companies to enter into an agreement with Local 3. Today we have approximately two hundred and four agreements covering the 153 employers in the Construction Industry, 9 employers in the Asphalt Paving Industry, 9 employers in the Hook Industry, 2 employers in the Demolition Industry, 18 employers in the Trucking Industry, 5 employers in the Dredging Industry, 1 Industrial Plant and 1 Shop.

In 1959, Hawaii became the 50th State. Local 3 played an important role in politics and in helping Hawaii become the 50th State. The first State Election was held on July 28, 1959 when the State of Hawaii sent three congressmen to the United States Congress. The "Melting Pot of the Pacific" sent delegates to congress of different ancestral backgrounds; Dan Inouye of American-Japanese Ancestry and Hiram Fong of American-Caucasian Ancestry.

In another election the same year (1959, by unanimous vote I was elected as President of the Honolulu Building and Construction Trades Council along with Edward Kovack of the Plumbers and Pipefitters Local 675 as Vice-President and Brother Richard S. Dumancas of the

Sheet Metal Workers Local 293 as Secretary-Treasurer. The Honolulu Building and Construction Trades Council was in its infant stages and encountered many setbacks in trying to establish an all out organizing drive in Hawaii. In 1960 the Honolulu Building and Construction Trades Council signed its first three year contract with the General Contractors Association of Honolulu, Hawaii. This was a significant victory for the labor movement. Although this first agreement was significant within itself, it was not until the master agreement of September 2, 1963 between the Labor Association of GCA of Honolulu, Hawaii and the Operating Engineers Local Union No. 3, AFL-CIO that really set the pace for future negotiations; higher wages, good working conditions and fringe benefits.

Since that second three year agreement, a renewal three year agreement was negotiated in 1967 with the General Contractors Labor Association of Hawaii. This third renewal three year agreement was reopened for interim negotiations and extended an additional year to September 1, 1972. Thru foresight of Business Manager Al Clem and his leadership of our negotiating team, we have established the Hawaii Health and Welfare Trust Fund for Operating Engineers which made our brother members in Hawaii fully aware of the tremendous impact the union plays in their lives from the day they became members of the union until they retire. The Hawaii Trust Fund for Operating Engineers provides Medical, Prescription Drug, Vision Care, Life Insurance, Temporary Disability Insurance, Dental Plan, Pensioned Health and Welfare, Pensions, Journeyman and Apprentice Training Fund, Pay in Lieu of

Vacations and Holiday, higher wages, good working conditions, and a Job Placement Center to service our brother members.

The first Dredge Agreement was negotiated in 1959 between Pacific Dredging Company and Local 3. By 1960 the Dredging Industry was fully organized. The dredgemen were solidified and gained the respect of the dredging contractors in Hawaii. In 1962 and 1963 the Operating Engineers Health and Welfare and Pension Trust Fund were first negotiated into the Dredging Agreement and was later incorporated into the construction agreements. The largest dredging project was with Western - Atlantic - Standard-Raymond (Joint Venture) on Johnston Island which employed approximately four hundred fifty employees in 1963 and 1964.

It took approximately three years to organize the Hook Industry which includes nine companies: Allied Construction, Inc.; Associated Steel Workers, Ltd.; Hawaii State Steel Company, Ltd.; Hawaiian Crane & Rigging, Ltd.; Hawaiian Reinforcing Steel Co., Ltd.; Hilo Crane Service; Mutual Welding Company, Ltd.; United Crane Rentals, Inc.; and Whitecrane, Inc.

In 1965 the Asphalt Paving Industry was organized with two of the largest asphalt paving companies Hawaiian Bitumuls & Paving Company, Ltd., and Nanakuli Paving & Rock, Ltd. under contract. Later followed 50th State Paving Company; Hawaii Grading & Paving, Inc.; McCabe Paving Co., Inc.; Oahu Paving Company, Inc.; F. T. Opperman, Inc.; Pacific Paving Co., Ltd.; and Wahiawa Paving & Grading Company making a total of nine Asphalt Paving employers under contract with Local 3 today.

Truckers in Hawaii were unorganized. Starting approximately 1961, an all out organizing drive was set up and among the first to be organized were American Trucking Co., Ltd., Kam's Express, Inc.; Harry K. Yamashiro Trucking; and Richard H. S. Lee, Inc. Today we have a total of eighteen Trucking Companies under contract.

Hawaii has been experiencing a boom in building and highway construction. What was once two-lane highways have become four and where once stood grocery stores, now stand chain supermarkets or fabulous hotels. The Wilson Tunnel, Ala Moana Shopping Center, Standard Oil Refinery, Barber's Point Capehart Housing, Honolulu International Airport, State Capital and countless more are the landmarks of Hawaii's growth; not to mention our massive highways, plush high-rise hotels, business plazas and outstanding subdivisions. The ingenious highway system has brought Hawaii's remote areas closer to the City of Honolulu and has made it convenient for the working man to commute every day.

The speed, techniques and safety used in demolishing a building of any size today is truly fascinating. In 1967 Tajiri Lumber, Ltd. and Demolition Engineers, Inc. were brought under contract with Local 3. Since then, these two demolition contractors have had an abundance of demolition work.

The first Pensioner from the State of Hawaii was Brother Peter Wong. "Dredging Pioneer"

Peter L. F. Wong was presented with a check in the amount of \$1,775 as a down payment on his pension by Business Manager Al Clem at a special called general membership meeting on February 27, 1967 (his pension was effectuated 1966). Brother Wong also received a gold watch from the officers and Hawaii brother members of Local 3 which was presented to him at this meeting by myself with showers of leis also presented to him. Today we have 23 Hawaii brother members who have been pensioned.

December 1, 1967 the Operating Engineers Joint Apprenticeship Committee for the State of Hawaii was initiated. Joe Reinert was Hawaii's first Apprenticeship Coordinator who placed the first indentured apprentice with Royal Contracting Company. March 15, 1970 the Operating Engineers Apprenticeship Program was extended to the Island of Hawaii. A policy was adopted to award the outstanding apprentice of the year beginning 1968 and each year thereafter based upon punctuality, cooperation, initiative, courtesy, dependability, personal cleanliness, good shop keeping, respect for authority, respect for property, pride in workmanship, and appreciation for rules and regulations of the Employer, Union and Apprenticeship Program. The first outstanding apprenticeship award was presented to Brother Alva Blake in 1968. Today, we have approximately one hundred and twelve brother members in the Apprenticeship Program for the State of Hawaii. Twenty-one apprentices have graduated from the Program and are presently working in the industry.

The Journeyman Trainee Program was eventually phased out of the Master Agreement for the State of Hawaii. In 1970, the Journeyman Trainees from Hawaii were sent to Rancho Murieta in California for upgrading and retraining. We have had approximately one hundred twenty-six Journeyman

Trainees processed thru the Rancho Murieta Training Center. The expenses have been borne by the Journeyman and Apprentice Training Trust Fund. We have also had some assistance from the State of Hawaii in the overall cost.

The future success of Local 3 in Hawaii shall continue with the leadership of Business Manager Clem and the support of our brother officers and members on the mainland.

Money Bags

(Continued from Page 2)

the past five years. Here are some examples listed with the first figure in each case showing the price paid and the figure in parenthesis showing the market value of the stock on the day the option was exercised:

General Dynamics Corp.—Chairman Roger Lewis, \$1,386,900 (\$2,551,050). Lewis is now head of Amtrak, the semi-public rail passenger corporation.

United Aircraft—Chairman Wm. P. Gwinn, \$612,360 (\$1,457,000).

Bendix Corp.—Chairman A. P. Fontaine, \$413,404 (\$765,586).

Ford Motor—President L. A. Iacocca, \$728,275 (\$1,607,900).

TRW Inc.—Chairman H. A. Shepard, \$1,718,750 (\$5,307,000).

American Standard Inc.—President W. D. Eberle, \$398,000 (\$810,875).

Boise Cascade Corp.—President R. V. Hansberger, \$233,500 (\$1,819,935).

General Telephone & Electronics—Chairman D. C. Power, \$575,100 (\$1,281,563).

Gulf & Western Industries—Chairman C. G. Bluhdorn, \$114,125 (\$418,057).

Singer Co.—President D. P. Kircher, \$405,000 (\$1,050,000).

Texttron Inc.—President G. W. Miller, \$312,600 (\$712,700).

Continental Can Co.—President E. L. Hazard, \$522,238 (\$903,428).

Raytheon Co.—Chairman. C.

(See MONEY BAGS P 13)



LOCAL 3 MEMBERS in Hawaii boast many interesting hobbies and Brother Charles Reeves is shown with his prize shell collection that he spent over fifteen years collecting. Hawaii, a former sub-district of Local 3 was voted full district status recently.



HAWAII'S TOP APPRENTICE in 1970 was Brother Nelson Umeamaka (center) shown receiving a check from JAC Chairman Ed Hulihee and a trophy from Harold Lewis, Trustee and now District Representative of Local Union No. 3's newest district.

San Jose Construction Vibes Good

By: ROBERT E. MAYFIELD, District Representative; MIKE KRAYNICK, JACK CURTIS, and JACK BULLARD, Business Representatives.

By Mike Kraynick

SOUTH OF HWY. 17 TO TRES PINOS—Dan Lowry is project supt. and Bill Gates is general foreman for the Freeman-Sondgroth job on Hwy. 101, Gilroy. They are doing a great job punching this freeway through. The first week in July finds 80% completion of the import borrow and 50% of the cut and fill scraper work completed. The fabulous channel excavation is 70% complete and they expect to be at subgrade by the end of July.

The following brother engineer foremen are credited with great progress in their specific areas: Norman Hamm is overseeing the scraper spread; Tom Hanna is responsible for the channel grading and truck loading; Wes Cravens headed up all the imported borrow; and Tony Bruno is responsible for all the street and approach work improvement.

Pisano Const. has the sanitary sewers and water lines on this project. Nick Pisano Jr. is overseeing this phase of the work. An old friend, Ray Farrell is responsible for the sanitary sewer relocations. John Barbaccia is responsible for the water lines. Brother engineer Wayne Ballinger put on his thinking cap when the above brass were temporarily stymied in inserting a 30" + BCP weighing one ton per joint inside a 20 ft. length of 54" casing under the Sixth Street crossing. Wayne devised the use of a telephone pole as a guide for placement of 400 ft. of the CMP casting.

Piazza Paving Co. was low bidder on the last link in the Bascom widening project between Union Ave. and National Ave. for \$930,000. Bascom will be widened to six lanes, plus a continuous left turn lane for a distance of 1.7 miles. Subcontractors on this job will be Jack Farnham Demolition, Sanco Pipeline, Bill Maher & Son (concrete), Rosendin Electric, San Jose Steel, and Lew Jones on the structure.

The eight lane section of Hwy. 280 running from Hwy. 17 to 101 is being built by Guy F. Atkinson to be finished by fall of 1972. Over-pass structures are complete and foreman, Mike Hatlunan, is completing the finished grade on approaches and off-ramps. Old friend, George Azevedo, is the safety man on this job.

Interim connecting ramps at Hwy. 101 will be built to connect Hwy. 680 north to Milpitas. The project starts at Highway 101 and continues to just north of Alum Rock Avenue and should be underway soon.

Two big hospital jobs are coming along well. Good Samaritan addition has ground work about completed by Carl Swenson and subs. Santa Teresa Community job near Cottle Rd. and Santa Teresa is underway by E. A. Hathaway. The new \$1.5 million facility being laid out at Lark Ave. and San Jose Ave. is the Los Gatos Medical Dental Center — due for completion in the spring of 1972.

By Jack Curtis

Work has picked up in the southern part of District #90. Pipelines stitch away from a

dredge barge as dredging continues on the upper expansion of the Santa Cruz Small Craft Harbor. The dredging will be finished in about two weeks harbor officials report. After that, Granite Const. Co. will place rock for slope protection around the perimeter and do the rough grading for roads and parking lots.

Harbor directors expect to go to bid in the near future on completion of the \$4 million-plus project, including paving of roads and lots, installation of berthing facilities, restrooms and utilities. The expansion will add 455 berths to the 334 existing ones in the lower harbor.

Construction of a \$2.9 million Mt. Herman Bypass Road between Felton and Scotts Valley began July 17, 1971 with land clearance work on the west side of Zayanta Road. A 500-foot bridge is scheduled for construction in the area to carry traffic over Zayanta Road, Zayanta Creek, and the Southern Pacific Railroad tracks.

Road construction is being performed by C. K. Moseman Co. and Lloyd J. Rodoni and Son on a bid of \$1,843,948.20. The contract specifies the road will be completed in 225 working days, or some time in June, 1972. The road length will be about 2.1 miles long with over 1,000,000 yards of material to be excavated on this job.

Milburn Const. Co. started on their \$5.7 million extension of Highway 1 freeway. This job starts at San City and goes past Marina. There are 1,300,000 yards of material to be moved on this project. Milburn Const. Co. will do the excavating work and there are several sub-contractors on this project, which will do the railroad relocation and structure work.

This job at its peak will have 35 Brother Engineers working and is set up for 390 working days.

Burke Const. Co. is working on their \$493,000 project, 7 miles north of San Luis Obispo County Line. This job consists of 16,000 cubic yards of Rock Rip Rap, 34,000 yards of import borrow, and install cribbing. There are 75 working days on this project.

By Robert E. Mayfield, District Representative

This past month has been one very busy month with the highlight being completion, by the negotiating committee of Local No. 3 along with the A.G.C. committee, of the contract that had expired.



Bob Mayfield

As was stated in a previous month, we said that if the membership would stand behind Business Manager, Al Clem and his staff, a most honorable contract would most certainly emerge. Being a part of this committee, most of the time was an education in itself, and in our opinion, as fine an agreement that has been negotiated came under the most difficult circumstances. By this we mean an over-all lack of work, generally speaking, throughout the 46 Northern California Counties that were affected by

this new agreement and the Nixon administration and a wage stabilization board that must approve all construction contract settlements.

Immediately ahead lies other contracts which will expire and must be renegotiated, such as the Material Dealers, Equipment Dealers, Surveying (Tech agreement), the Dredging, and the Tank agreements. This is only a partial list, so one can readily see that much work in the line of negotiations is ahead and people working in these areas are equally as important as the A.G.C. pact. However, some guideline now has been established and we are certain good agreements will be reached in each case.

By the time this article reaches the press, two major jobs that have been let should be well in progress and should bring the out-of-work list in this office to its lowest point in several years.

The Milburn Const. Co. of Riverside was low bidder on a \$6,000,000 Hwy. 1 job at Ford Ord with almost 1 1/2 million yards of sand, for the most part, will have to be moved, as well as the underground work, structures, and paving. This will take at least 50 men totally and around 350 working days to complete.

A Pre-Job Conference was held with the Rodoni and C. K. Moseman joint venture for the Mt. Herman section of highway near Felton. This job is nearly \$2 million and has finally been given the green light after much severe opposition by a few local residents and some of the groups of so-called bird watchers — who if given their way, would stop all construction and end all jobs that you as Operating Engineers perform in the pursuit of your chosen livelihood.

In concluding, we would like to thank all of the Brothers from here who took time out of their weekend to attend the July 10 Semi-Annual meeting and showed the interest and support that was shown at that time.

By Jack Bullard

SANTA CLARA COUNTY—NORTH OF HWY. 17—Roadwork is still out of style in this area. All the dirt stiffies have gone South to Gilroy on the three sections of the Gilroy bypass.

Webcor Builders are resuming the early construction stages of the six story Airport Office Center, on North 1st Street in San Jose. Lonnie Michaels runs the Manitou Mobil Tower Crane and Bill Pritchard is the Assistant to Engineer. Mark Thomas supplies the Civil Engineering. Patton Bros. did the grading and paving with Tony Rigoni on blade and Bob Perfect on compactor. Cooper Clark did the soil work here, with steward Ernie Janikowski on the jobsite. PKS drove the piles, Ray Rose as operator and Jerry Woods as oiler.

Gene Collette and Russ Kincaid each run a forklift for Roger Thomas on Blaney and Stevens Creek Boulevard and Foothill Blvd. and Stevens Creek. These Brothers are well qualified in this classification.

Orders for forklift operators are increasing brothers. If you know this work, don't forget to include it when you hit the list.

Bob Madsen smashed a toe with a manhole cover on a job

for Raisch. He's O.K. now. We last saw him in 1963 while representing our union in Elko. John Maher joined Local 3 in Elko in 1941. He is running a truck crane for Mullins in Palo Alto on the pipeline job at Greer and Hamilton. John remembers some pretty wild times in that country when Spike Casebolt was representative. Virgil Barber is John's oiler on this job. Jim Boatman runs the Koehring hoe, and Elzie Cypert is oiler.

We signed a new agreement with ARO at Ames Research Center at Moffett Field. John Cole is the new Steward replacing the injured Dick Kutsch.

Pre-negotiation meetings with the equipment dealers have been held with Clark Equipment and Petersen Tractor.

As we discuss equipment dealers, let us consider some of the smaller equipment being used currently. When you see small trenchers, both rubber tired and track, take a close look at the personnel manning these rigs. Most of this is our work, brothers. Two of the brand names are Davis Task Force and Ditch Witch. When you see this equipment, don't be bashful—**CALL YOUR BUSINESS REPRESENTATIVE**. We must be aggressive in protecting this work, just as we must protect forklifts.

As we write this, the Kaiser negotiations are at an impasse. These negotiations are very long and quite difficult. Eleven crafts sit at the negotiating table.

The Freeman Sondgroth shop and asphalt plant in Mountain View is as clean and neat as we have seen. No oil soaked shop floors to slip and break

bones on, and good fluorescent lighting.

Frank Ramirez is shop foreman and Pete Glade is steward. Ed Hollenbeck handles parts, while Hank Morales, Albert Thomas and Allen Whitmire are Heavy Duty Repair types. Floyd Burger does the welding, and Danny Pribyse is apprentice. Guido Budelli manages this shop.

The asphalt plant is kept in the same clean state as the shop area. Norm Bunting is steward, other members there are Ray Hammes, Larry Sondgroth, Ted Johnson and Clarence Henry.

Joe Baker really got his leg banged up badly at the Old Town job in Los Gatos. As they were jacking up a belt line on this job, the cribbing gave way, and the three ton belt came down on Joe's knee and lower leg. He is in traction at Good Samaritan Hospital. Marie will have to put up with him around the house for the better part of a year. Drop him a call, he will appreciate it. He's been around a long time. Bob Jenkins, Safety Engineer for Division of Industrial Safety wrote a comprehensive safety order to alleviate some of the problems on this job.

Remember that Wednesdays the office is open from 6 p.m. to 10 p.m.

When you see something that needs some investigating—call the office or your business representative at home.

FIRST CALIFORNIA JAIL

First California jail was erected in San Diego's Old Town.



PIPELINE STITCH away from a dredge barge as dredging continues on the upper expansion of the Santa Cruz Small Craft Harbor. The dredging will be finished in about two weeks, harbor officials report. After that, Granite Const. Co. will place rock for slope protection around the perimeter and do the rough grading for roads and parking lots. Harbor directors expect to go to bid in the near future on completion of the \$4 million-plus project, including paving of roads and lots, installation of berthing facilities, restrooms, and utilities. The expansion will add 455 berths to the 334 existing ones in the lower harbor.



RECENT VISITOR from Guam was W. A. Flores (left) Administrator of the Department of Labor's Industrial Safety Division. Flores, son of Senator William "Bill" Flores gave a great deal of the credit for an early interest in safety to noted Safety Expert Jake Gold. Young Flores posed with Local 3 Trustee Fran Walker.

Sees 'Bright Prospects'

Silver Star Winner Now Heads Guam Safety Unit

By FRAN WALKER, Trustee

We think the Guam Government picked a winner with the appointment of young William Arthur Flores as administrator of the Department of Labor's Industrial Safety Division.

Bill, a highly decorated veteran of the Viet Nam conflict, he won the Silver Star for combat service with Special Forces, is the oldest son of Senator William Flores, Vice Speaker of the Guam Legislature and a long time member of Operating Engineers Local Union No. 3.

Young Flores was a safety inspector with the Guam Port Authority following his three-year stint with the Army and will bring a lot of expertise to his new position.

During his recent visit to San Francisco, Flores toured Local Union No. 3 headquarters and talked with a number of the union's safety experts.

"This is a new department," Flores pointed out, "and our priority at the moment is to get our program set up to comply with the Occupational Safety Act of 1970. At present I have an industrial engineer on my staff and will be hiring safety engineers and inspectors in the future."

Flores also pointed out that one of "our most urgent tasks is to develop a body of industrial statistics on job related accidents, especially in construction, since we will need these as guide posts to education and prevention."

The new administrator noted that "successful safety programs as such are not new to Guam, since we twice won the National Safety Council Award with a pilot program for safety maintenance while I was working for the Port of Guam."

Flores did point out, however, that development of safety criteria for Guam would be different in that "we have a special language problem since a great number of our industrial workers come into Guam from other countries such as Korea and the Philippines and to assure optimum success of our program we will have to make it bilingual in the communications area."

A protege of Jake Gold's noted safety expert and lecturer with the U.S. Department of Labor, young Flores pointed out that "one of the key reasons that I decided on a career in safety is tied to the influence of Jake during his visit to Guam a few years ago at the behest of Operating Engineers General President Hunter P. Wharton. Of course, Local Union 3's great record in construction safety under the leadership of your progressive Business Manager, Al Clem, has come a long way and I'm sure our program will profit greatly from Local 3's research and development now and in the future."

The new safety administrator has attended St. Thomas College in St. Paul, Minnesota and is working on a degree in public administration at the University of Guam. Bill's younger brother George is currently studying in the United States and he has a married sister, Mrs. Christine Kainoa, who resides in Guam.

Money Bags

(Continued from Page 1)

F. Adams, \$283,500 (\$1,282,496).

Sperry Rand—President J. F. Forster, \$375,800 (\$1,136,540).

Texas Instruments—Chairman P. E. Haggerty, \$891,250 (\$3,023,500).

Westinghouse—Chairman D. C. Burnham, \$700,000 (\$1,467,500), in single year.

Coca-Cola Co.—President J. P.

(See MONEY BAGS col. 5)

Southern Utah Shows Muscle As New Spreads Move Ahead

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

SOUTHERN UTAH: Work in the southern part of the state is moving along. Morrison Knudsen Company at Glen Canyon City is down to a two-shift operation, working nine hours.



Tom Bills

On I-15 at St. George, Thorn Construction is working a two-shift operation and Nevada Rock & Sand is nearing completion with the dirt. Cox Construction of Manti has been awarded the paving on the job and Weyer Construction of Salt Lake City, the structures.

Nevada Rock & Sand is in full swing on their highway job at Parawan, working two shifts, both moving dirt and on their rock crusher. Cox construction is nearing completion on the dirt work on their job at Cove Fort.

L. A. Young has eight miles of highway from Fayette to Gunnison, working a two-shift operation. Strong Company has started their job at Combes Wash, which looks like a good winter job. Thorn Rock Products has the resurfacing of the streets in Moab, which is keeping a few of the brothers working. Strong Company has laid the oil on their job at Halls Crossing with only four of the good brothers left working five ten-hour days.

Work in the Provo area has increased to an expected high as the new work is starting. Most generally, the biggest work orders are for the dirt moving phase of our industry and many of the road jobs are now working two and, on some jobs, a three shift operation.

Probably the largest area of work for Operating Engineers is located near Strawberry Reservoir with Strong Construction working on two connecting road jobs. These two projects will probably work at full capacity for the entire work season, providing some much needed pay checks for the Brothers.

Another project in this area is the Soldier's Creek Dam being constructed by Burgess Construction. At the present time the bulk of the dirt phase is being delayed until the diversion tunnels are completed. If everything stays on schedule the company will probably greatly increase the number of dirt moving equipment units for the major push to complete this job. For the Brothers that are already on the payroll, they should continue working extra hours and the peak employment for Operating Engineers will possibly be nearly next spring.

The third largest job in this area is S. A. Healy's tunnel job near Current Creek. The three-shift operation should start early in July. After some problems with the mole, it looks like this project will employ many Brothers, not only on the tunnel operation but also in other parts of this job. A crushing operation has started and a road job is scheduled to

start this season. Many of the Brother Engineers who completed the Water Hollow Tunnel project are employed on this new one.

Work in the Vernal area is not too good and many of the Brothers living in this general area are having to go to other parts of the state to work. There will be two projects in this area but the number of Operating Engineers jobs will not be great.

Stauffer Chemical Company's plant near Vernal has increased the work force by about ten per cent for the increased production for the summer season. This is a year-round operation and is the biggest employer of Operating Engineers in this area. Many of the Brothers have worked for this employer for a good many years and this mining operation seems to have a good chance to keep going at its present level.

W. W. Clyde Construction has a two-shift dirt spread working on the \$3.5 million Point-of-the-Mountain job. At this writing the Company is on the job and it is hoped that the peak of employment will be reached soon.

Two additional road jobs have been bid in the Fillmore, Utah area, but it will be late in the season before these jobs require hiring any Operators.

The total for these projects is \$6 million and will provide work for the next season for the Brothers living in this area.

One of the most important topics of discussion in the Provo area is the question of a steel settlement. If the steel plant is shut down it will directly affect many Operating Engineers. The Brothers working at Heckett Engineering and Utah Construction and Mining will probably be the first to be affected. Heckett Engineering has a three-shift operation that works in conjunction with the Steel Plant and Utah Construction and Mining Company mine, located in Cedar City, supplies a large amount of the iron ore to the steel plant.

SALT LAKE WORK SLOW. Work in the Salt Lake area is off to a slow and late start. Small and short jobs have plagued the area.

The Z.C.M.I. complex was let for approximately \$36 million. The complex will be in the block just south of the new L.D.S. Church office building in downtown Salt Lake City. Christiansen Bros. Construction was low bidder. All buildings, with the exception of the Zions First National Bank Building, will be razed.

Foster-Wheeler at Standard Oil is expected to get started around the 1st of September. They are also bidding a second job, adjacent to the present job and comparable to the existing contract.

At the present, Swindell & Dresser Company is putting in the footings on their \$6 million brick factory job located in West Jordan.

S. A. Healy Company is "lining up" sub-contractors for the aqueduct job from Lehi to 21st South in Salt Lake City. This contractor was low bidder on this job at \$8,090,000.

Brothers, let us remind you. If you have any doubt whether or not the work belongs to the

Operating Engineers, call your business agent and get clarification. Other Unions are constantly on the march for more work and jurisdiction. Many Brothers seem to take lightly the seriousness of this matter when not directly affected. Your Union considers them very important in all cases.

Gibbons & Reed Company is moving along on schedule on their I-15 project at Lagoon. At the present time their sub-contractors James Reed Company and Jay Dee Harris Company have moved and placed around 3 million tons of imported borrow.

The sub-grade on the North bound lane is just about completed and ready for the concrete crew which is scheduled to start around the last of July. Plans call for finishing the north bound lane, then the traffic will be detoured while the south bound lane is being built. The finished road will have a minimum of three lanes in each direction with a 10-inch concrete roadway. Between Gibbons & Reed Company and the sub-contractors they are keeping about 30 Brothers busy. The job will be completed late in 1972.

Jack Parson Construction is ahead of schedule on their 13.5 mile Union Pacific Railroad grade from Hot Springs to Little Mountain. The job should be finished in mid-August, and with the crews working 10 hours a day it looks as they will not have any problem meeting their deadline. The Company has had two crews working, one on the Hot Springs end and one at Little Mountain. Brothers Bob Parson and Junior Kerr, foremen on the job, are helping to keep operations running smoothly.

M. Morris & Sons and Jack Parson Construction, in a joint venture, were successful low bidder for construction of 5.3 miles of I-80N in Box Elder County from Elwood to West Tremonton. The project will involve construction of five overpass structures, gravel and oil.

Money Bags

(Continued from Col. 2)
Austin, \$314,391 (\$1,045,052), in single year.

Corning Glass Works—Chairman Amory Houghton, \$1,153,530 (\$2,125,780).

Burroughs Corp.—President R. W. Macdonald, \$160,750 (\$892,000).

International Business Machines—Chairman T. J. Watson, \$421,053 (\$3,154,242).

Zerox Corp.—President C. P. McCollough, \$812,313 (\$4,245,579).

Standard Oil (Ind.)—Chairman J. E. Swearingen, \$1,116,375 (\$2,136,775).

Johnson & Johnson—Chairman P. F. Hofmann, \$320,000 (\$1,525,375).

New York Times—Executive Vice President H. F. Bancroft, \$129,500 (\$709,375).

Time Inc.—Chairman Andrew Heiskell, \$625,055 (\$2,650,000).

Sears, Roebuck—Chairman G. M. Metcalf, \$856,476 (\$1,481,175).

Colgate-Palmolive—Chairman G. H. Leach, \$553,058 (\$1,385,752).

Trans World Airlines—Chairman C. H. Tillinghast, \$452,020 (\$1,544,375).

Obituaries

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

Blunkall, Truman (Harley, Wife)	7-8-71
Rte. 1, Box 619B, Red Bluff, Calif.	
Boyd, Jess W. (Jess L., Son)	7-22-71
2019 Central Avenue, McKinleyville, Calif.	
Bullard, C. E. (Amy, Wife)	6-29-71
350 Brownlee Lane, Sparks, Nevada	
Butcher, George (George Butcher, Son)	7-12-71
P. O. Box 312, Carlin, Nevada	
Christman, Calvin (Helen, Wife)	7-6-71
P. O. Box 329, Dayville, Calif.	
Cole, Maurice V. (Delphine, Wife)	5-6-71
598 Staffanie Way, Sparks, Nevada	
Dees, Charles (Mother, Kibbie; Children David, Darlene and Diane)	7-11-71
1350 Oakland No. 46, San Jose, Calif.	
Gray, Benjamin (Cleo, Wife)	7-8-71
P. O. Box 1243, Redding, Calif.	
Greening, James D. (Annie Ruth, Wife)	7-16-71
Rt. Box 5071A, Camden, Arkansas	
Hankins, R. A. (Edith Page, Sister)	7-17-71
2833 Hardies Lane, Santa Rosa, Calif.	
Hoffmeyer, Clarence (Estel, Wife)	7-15-71
Rt. 1, Box 314, Ferndale, Calif.	
Ingels, Don Leslie (Elva, Wife)	7-23-71
1140 Mocho St., Livermore, Calif.	
Jaquish, Delpert (Donna, Wife)	6-27-71
2399 1/2 Waverly Manor, Redding, Calif.	
Johnson, John (Gladys, Wife)	7-19-71
4399 College Way, Olivehurst, Calif.	
Koeller, Edward (Virginia Ramos, Mother)	7-3-71
36558 Oak, Fremont, Calif.	
Leimbach, Rollin (Loretta, Wife)	7-24-71
5219 "G" Street, Sacramento, Calif.	
Lovely, Basil (Mildred, Wife)	7-11-71
8850 Bennet Valley, Glen Ellen, Calif.	
Martin, Joseph (Lena, Wife)	7-12-71
Rt. 4, Box 633M, Chico, Calif.	
Mariur, Valentin (Liberta, Wife)	10-5-70
P. O. Box 2521, Agana, Guam	
Munroe, Robert (Nellie, Wife)	7-2-71
P. O. Box 1164, Pacifica, Calif.	
Murray, Howard E. (Emily, Wife)	7-18-71
Star Rt., Box 13A, Folsom, Calif.	
Noble, Burnard (Theresa, Wife)	7-29-71
706 Yale St., Stockton, Calif.	
Puett, Joseph (Mary L., Wife)	7-5-71
265 N. 3rd W., Tremonto, Utah	
Ramsell, George (Alma, Wife)	7-28-71
496 E. Krell, French Camp, Calif.	
Scott, Roy A. (Daniel, Son)	7-17-71
189 Santa Barbara, Daly Clay, Calif.	
Skidmore, Jack (Rosalie, Wife)	6-25-71
P. O. Box 43, Willow Creek, Calif.	
Smith, Charles (Benny L., Son)	7-29-71
215 South 6th St., Yakima, Washington	
Sproull, Earl S. (Gladys, Wife)	7-13-71
P. O. Box 133, Folsom, Calif.	
Stoffer, William (Lillian McDonald, Friend)	7-9-71
504 Mayette Avenue, Concord, Calif.	
Trimm, Robert (Lucille, Wife)	6-21-71
P. O. Box 371, Woodland, Calif.	
Troest, Edward (Betty D., Wife)	7-26-71
149B Arkansas St., San Francisco, Calif.	
Wilson, Elbert (Ella, Wife)	6-24-71
7306 Walnut, Orangevale, Calif.	
Worre, Steiner (Arlene, Wife; Juanita, Mother)	7-12-71
160 Lois Court, Pleasant Hills, Calif.	
Young, George (Lillian, Wife)	7-3-71
P. O. Box 811, Santa Cruz, Calif.	

DECEASED DEPENDENTS

Bradford, Garold—Deceased July 6, 1971
Deceased Son of Maurice Bradford
Eachus, Theresa—Deceased June 5, 1971
Deceased Daughter of Michael Eachus
Havill, Valerie—Deceased July 11, 1971
Deceased Daughter of Frank Havill
Jackson, Anthea—Deceased June 25, 1971
Deceased Wife of Douglas Jackson
Minkley, Viola—Deceased July 16, 1971
Deceased Wife of Robert Minkley
Morgan, Iva—Deceased July 24, 1971
Deceased Wife of Earl Morgan
Palestini, Lenora—Deceased June 20, 1971
Deceased Wife of Caesar Palestini
Wendell, Daisey—Deceased June 17, 1971
Deceased Wife of Joe Wendell

SOCIAL SECURITY NUMBER IS IMPORTANT

Our benefit Trust Fund functions with data processing, and the system breaks down when the member's Social Security number is not given on every claim filed for payment.

A day never goes by that members do not experience delay (especially on prescriptions) because claims are returned for lack of said number.

Cal. Safety Funds

WASHINGTON, D.C. — Congressman Harold T. (Bizz) Johnson revealed that the U.S. Department of Labor has awarded the State of California a \$210,000 grant to help develop a State Occupational Safety and Health program.

Congressman Johnson said that award is one of the first to be made under the Occupational Safety and Health Act of 1970.

Buchanan Dam and Reservoir Now Officially Moving Ahead

By: CLAUDE ODOM, BOB MERRIOTT and HAROLD SMITH

OLIVE AVENUE SANDY — Madonna Construction Company has a small crew working



Claude Odom

on their project in Porterville. Approximately one-half of this job on Olive Avenue is the storm drain.

They have almost pure sand which means a lot of excavation. When the pipe is in they will have to rebuild Olive Avenue.

Gene Richard Paving is making good progress on the bridge job at Yokell Creek on Highway 198 east of Visalia. This bridge was damaged during the 1969 flood.

Gordon H. Ball has finished the first phase of paving on the E. H. Haskell job in Goshen and moved part of their batch plant back to Los Banos. When Haskell finishes the shoulder work they will come back and pave the third lane. This will be sometime in September.

E. H. Haskell is finished with the CTB on their job in Porterville at the 190 and 65 Interchange and will start paving around the first of August. There are approximately 10 engineers on this job.

The Matich Corporation is on the last leg of their paving operation on Interstate 5 and will be finished the first part of August. They will have three or four months on the shoulders and median.

CHOWCHILLA FLOOD-PROOFING — A landmark contract was awarded by the Corps of Engineers to the Witham Construction Co. of Fresno amounting to \$468,683. The contract calls for the relocation of 5.3 miles of Madera County Road 607 around the Buchanan Reservoir site. Witham was the low of twelve bidders ranging up to \$700,000. The Buchanan Dam and Reservoir now officially under construction in an \$18 million Federal project which will result in a 150,000 acre foot reservoir which will offer flood protection to Chowchilla. Representative Harold "Bizz" Johnson said that present schedules call for the award of the first contract on the Hidden Dam project, a relatively small relocation project, in mid-July. The bulk of the work at both projects will be completed under a main contract now scheduled to be awarded next May.

The Directors of the Selma-Kingsburg-Fowler Sanitation District have tentatively approved a low bid of \$3.1 million from the Burdick Construction Co. of Air Oak for sewer truck lines linking the three cities with the proposed sewer treatment plant.

W. M. Lyles of Fresno was awarded a contract of \$38,214 by the Fresno Water District to install water mains in the Mansionette Estate No. 2. Fresno Paving of Fresno was awarded a contract of \$200,999 to pave Highway 41. This job will start in Fresno and go to Oakhurst.

LOS BANOS WORK — Gordon H. Ball at Los Banos has both their Trimmers running. They have started paving the canal. At this time, they have approximately 50 engineers working.

Flintkote at Los Banos has been working two shifts on Interstate 5 getting material ready for the paving on the Dubach job. Dubach has the dirt moved and has subbed the subbase out to Miller & Sons.

Lloyd Tull at Oakhurst has about two weeks left on their sewer job for the City of Oakhurst.

Sacramento Members to Aid Incumbent Marriott in Race

By R. WILSON, District Representative; Al Dalton, Al Swan, Bob Blagg, Business Agents

Sheriff Duane Lowe was guest of honor at a champagne sip held last Friday evening in the Arden Hills Swim and Tennis Club in Carmichael. Sheriff Lowe's smile seemed large since proceeds of the event sponsored by labor, wiped out the Sheriff's recent campaign deficit. The event was coordinated by Al Maffei, labor liaison representative at the Sheriff's Department, by Jerry Furniss, financial secretary, Carpenters Local 586, J. B. Reed, business representative of the Painters Local 487 and by Ralph Wilson, District Representative of the Operating Engineers Local Union No. 3.

The Committee wishes to extend its grateful thanks to an enthusiastic group of workers who assisted in sponsoring and planning the event. Co-chairmen Furniss and Maffei also say thanks to all who participated in making this an outstanding event.

We're sure Sheriff Lowe also says thanks to all of his friends in organized labor.

Any doubts that Mayor R. Marriott could muster support from organized labor in his bid for re-election were dispelled today when top union leaders in Sacramento appeared at City Hall to sign Marriott's nomination papers.

Mayor for the past four years after winning the most votes in the city's council election, Marriott will be seeking the office itself for the first time. City voters approved a new election process last November under which the mayor's race will be run separately from the council election.

Following last October's two-

week strike by city firemen, some union members attempted to take action against Marriott, editor of the Sacramento Valley Labor Bulletin, because he sided with city management in the dispute.

Rumors circulated that some unions within the Central Labor Council would attempt to block endorsement to either Marriott or any other incumbent who opposed Fire Fighters Local 522.

Although the labor council has not yet endorsed candidates for the September 21 election, persons appearing in support of Marriott today included Thomas Kenny, exec. secty. of the council, Roy Mack, the group's president and former executive secty. Joseph Seleski.

Kenny did not sign the nomination paper, but others who did included Geo. C. Batman, Kendall J. Bartlet, Frank Giordano, Sal J. Gangitano, Jean L. Paquier, Linda Neal and Lilas Jones.

The Sacramento area is pretty well shut down by the Teamsters who are on strike.

By RALPH WILSON
District Representative

Contractors announced Saturday that all Teamsters Union members will be locked out of construction jobs in Northern California counties unless striking truck drivers sign a contract by Wednesday, August 10th.

Art Perham, the contractors' chief negotiator, said that Teamster representatives broke up talks Friday in a dispute over whether drivers who own and operate trucks must join the union. He said if no contract is signed by 2,500 striking teamsters dump truck drivers in 17 locals by Wednesday morning,

"we will lock out all Teamsters."

Morris Less, chief negotiator for the Teamsters, said contractors walked out on the talks which had resumed after two week hiatus.

As to the possible lockout, Less said the union considers it a threat and "plan to meet that issue when it comes up."

Perham said talks were halted Friday because the Teamsters insisted on focusing on the owner-operator issue which contractors have declined to discuss pending a National Labor Relations Board ruling.

The NLRB will hold a hearing Sept. 7 on a petition by a group of owner-operators who want to be allowed to work without union certification.

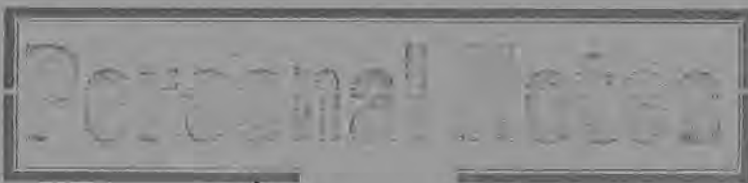
The contractor spokesman said a lockout could take 150,000 workers off their jobs. It would be retaliation, he explained, for expanded selective picketing which began last Monday.

Affected have been \$147 million worth of highway projects, several Bay Area Rapid Transit jobs and a \$9.3 million project at Oakland International.

The teamsters are seeking a 97-cent increase in wages and benefits in a one-year contract, along with a guaranteed eight hour work day.

Tax-Free Wealthy

In 1969, about 300 persons with incomes over \$200,000 paid no income tax at all, thanks to loopholes in the law, Rep. Henry Reuss (D., Wis.) has disclosed. That's almost twice the number of wealthy "non-taxpayers" in '67. The Tax Reform Act, passed in '69, is supposed to plug the loopholes, but we won't know until later this year, when the '70 list is compiled, whether the law is doing the job it was designed to do.



SANTA ROSA

Our deepest sympathy to the family of Randall Hankins who was involved in a motorcycle accident and passed away after a few days in the hospital.

Another brother no longer with us is Basil Lovely who had bill ill for some time. We saw Basil in the Santa Rosa office occasionally and will miss him just as we know he will be missed by his family.

Ray Turberville of Fort Bragg is on the disabled list with recurrence of injuries which he received while in the service—Sure hope every thing goes well with you, Ray.

We just heard that our long time friend, Bill DeSpain, suffered from a heart problem. Bill is well known in the Rodeo world as he in the past has been involved with most all activities. In recent years he's pretty much limited his activities to team roping. We feel sure that you won't keep Bill down for very long and he will be back to the Rodeo in short order. Get well quick, Bill—this comes from all of us.

The meeting attendance in this area continues to be excellent and we thank you and feel sure that you will continue to participate in your Union activities.

Blood—Many thanks to Patrick O'Connor and to Joann Neyman for their recent donation to the blood bank—Our supply is fairly low and all donations are greatly appreciated so when you have time—please donate.

STOCKTON

Brothers Charles Wingo, John Blakemore, Lawrence Vincent, H. H. McBride and Merle Isbell were either hospitalized or under a doctor's care this past month. A speedy recovery is wished for all.

MARYSVILLE

We are happy to report that Brother Oland D. Rogers is home and doing fine after his recent heart attack.

Also happy to report that Brother Tom Inman is home from the hospital recuperating after his recent heart attack.

We want to express our warmest personal sympathy to Mrs. Joe Martin and family. Brother Joe Martin, who has been in Veterans Hospital in Martinez, suddenly passed away on July 12, 1971.

SAN JOSE

We would like to extend our condolences to the families of our deceased Brothers: George Young and Edwin V. LaBare.

Our many thanks to the following Brothers and friends for their blood donations: Charles Bray, Robert Goodnight, George Logan, Mrs. Adeline Elliott, Margye J. Logan, Mrs. Dolores Baitinger and Mrs. Emily Harmon.

RENO

Ollie Feidler is recovering from a heart attack, recuperating at home.

Floyd Thompson is in Washoe Medical recovering from a serious on-the-job accident.

Tom Eck is in Veterans Hospital for an emergency appendectomy.

We are sure all of these Brothers would appreciate hearing from you and we wish them a speedy recovery.

We wish to offer our deepest sympathy to the family and friends of the following Brother Engineers who passed away this month: George Butcher of Carlin, Nevada, and C. E. Bullard of Sparks, Nevada.

REDDING

Our deepest sympathy is extended to the family and many friends of Brothers:

Delbert Jaquish—Who passed away suddenly.

Truman Blunkall—Who passed away after a long, long illness.

Ben Gray—One of our first pensioners, who passed away after a long, long illness.

Best wishes for a speedy recovery to:

Wm. "Blackie" Grove Ernest Ferrell

Paul Lachney Pete Whitehurst

Francis "Buster" Hempe James Riddle

EUREKA

Congratulations are in order to Mr. and Mrs. Mike Mouser; they are the proud parents of a baby girl.

We wish to extend our deepest sympathy to the family of our retired member, L. E. Davis, who passed away after a short illness on May 31, 1971.

We wish to express our sympathy to the family of Jack Skidmore who passed away June 25, 1971 after a short illness.

We also wish to extend our deepest sympathy to the family of a retired member, Clarence Hoffmeyer, who passed away July 15, 1971.

SAN RAFAEL

Our best to following members for a speedy recovery: "Wally" Hover confined recently at Marin General. He's out of the hospital now and from last reports received, is doing nicely! "Wally" is our Job Steward at Elmer Freethy job, Corte Madera Creek.

Brother Jim Hardin who is at home recuperating. Jim is our Safety Committeeman at Robt. Mulloy job in Mill Valley.

Also a fast recovery to Brother Dan Mulloy who was in a motorcycle accident and broke his leg in three places.

Our congratulations to following members who have become proud papas: Brother Jesse Fraser has a baby boy, born July 4th, 7 lbs., 5 ozs.; to Brother Harry Tucker, a girl on July 8th, 8 lbs., 8 oz. (8 seems to be a lucky number.)

Our thanks to Brother Duane Hope for his donation to our Blood Bank.

Ed. Dorsett Excavating and Grading of San Geronimo Valley

See MORE PERSONALS Cols. 4 & 5

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE: TWO ACRES IN EL DORADO County. Check on this if interested in good mtn property. P. O. Box 19386, Sacramento, Ca. 95819. Reg. No. 0509731. 6-1.

FOR SALE: CLEAR LAKE RIVIERA VAL. LEY view lot w/club membership. Golf, swim, tennis, fish, sailing, wof. ski, hike, hunt, yacht club facilities. Topographic avail. C. S. Adkins, 4 Nova Ln., Novato, Ca. 415-892-2119. Reg. No. 0750211. 6-1.

FOR SALE: TRAILER, 24' LONG, 87" bet. wheels. Steel deck, single axle, lift bed, vacuum brakes. New 1000x20 12-ply tires. \$795. J. Arndt, 2042 Ortelio Wv., Santa Clara, Ca. 246-0105. Reg. No. 1466470. 6-1.

BOAT FOR SALE: 14' RUNABOUT, 35 HP Johnson. Fiberglass over wood; Lil Dye lift trailer, skis & life jacks. \$500. Jim Daigh, 2328 Orleans Dr., Pinole, Ca. 94554. 415-758-0765. Reg. No. 0394870. 6-1.

WANTED: OLD TIME ONE TWO CYL- INDER GAS ENGINES, also 3.4" air impact wrench. J. C. Willis, 12520 West Byron Rd., Sp. No. 4, Tracy, Ca. 95376. Reg. No. 1030467. 6-1.

FOR SALE: BUCYRUS-ERIE SHOVEL, air operated, 1 1/2 yd diesel crawler. \$2,300 or offer. Phone 415/562-3236. Reg. No. 0678953. 6-1.

HONDA 65 FOR SALE. 1968 mod. 1600 mi, new tires, battery, rec. tuneup. \$195. J. Arndt, 3042 Ortelio Wv., Santa Clara, Ca. 246-0105. Reg. No. 1466470. 6-1.

1969 FORD ENCONOLINE Club Wagon, 123" wheel base, V8 auto., 8 passenger. E 300, heavy duty. Will trade O. M. Tavor. 2620 Kennedy St., Livermore. A. 447-4024. Reg. No. 0699480. 6-1.

WELDER FOR SALE: WESTINGTON 200 amp mntd on trlr for towing. New 12V system. Chv. eng., 6-cyl. flat head. \$425. J. Arndt, 3042 Ortelio Wv., Santa Clara, Ca. 246-0105. Reg. No. 1466470. 6-1.

CHINCHILLA HERD FOR SALE OR TRADE for dump trk, old coins or what have you. Over 75 animals & all equip. B. A. Rootis, Box 281, Jackson, Ca. 95642. 274-2643 or 274-2278. Reg. No. 1175129. 6-1.

FOR SALE: LORAIN BACKHOE & shovel com. 3/4 yd wide tracks crawler, old but good. \$3,000 or offer. Phone 415-562-3236. Reg. No. 0678953. 6-1.

FOR SALE: 3 BR, 2 BATH HOME on 3 1/2 acres. Year-round stream & well & spring w/resp. systems. Out bldgs. incl. 14' x 38' shop. County rd to driveway. 3-sided access. Mr. New Melones Proj. \$21,900. T. J. Brune, Rt. 1, Box 749, Sanora, Ca. 209/532-2557. Reg. No. 1351770. 6-1.

FOR SALE: 8 YD DUMP BODY w/10 yd. ends & Gorwood hoist. \$200. Phone 415-562-3236. Reg. No. 0678953. 6-1.

FOR SALE: JAPANESE SPANIEL PUPS, blk & white. AKC reg. champion blood lines. J. F. Meyer, P.O. Box 308, Valley Springs, Ca. 95252. Phone 209-786-2224. Reg. No. 0409005. 6-1.

FOR SALE: WF300 AMP, P/H ARC WELDER on Ford trk. Custom body, pow. winch w/A frames to 23' lift. Ext. wire rope, chains, chokers, C clamps, Smith comb. torch and hose, weld cables & approx. 700 lb. weld. rod \$800. M. M. Pickner, 351 Zinfandel Dr., Ukiah, Ca. 95482. 707-462-6972. Reg. No. 0935453. 6-1.

FOR SALE: TL 645 LOADER, good cond. \$21,000. HD 16 dozer, very good cond. \$19,500. Must see to appreciate. Call 408/375-3085. Reg. No. 112878. 6-1.

TOY FOX TERRIERS FOR SALE: U.K.C. reg., 6 wks. old. John N. Tiner, 6715 Santa Juanita Ave., Orangevale, Ca. 95662. Reg. No. 0782764. 6-1.

FOR SALE: ADDING MACHINE with cash drawer \$150; chrome table w/6 chairs \$55; Monterey desk w/chair \$50. Call 707/545-6640. M. Jacques. Reg. No. 1091206. 6-1.

FOR SALE: 200 AMP HVY DUTY LIN- COLN arc welder & cables, elec., motor driven, 220v or 440 v ac. \$275. M. M. Pickner, 351 Zinfandel Dr., Ukiah, Ca. 95482. 707-462-6972. Reg. No. 0935453. 6-1.

FOR SALE: 1966 CHEV. PICK UP, 283 cu in 3/4 ton. Non-slip rearend. 4 sp. trans, shell camper, 58,000 mi. 8' bed, cust. cab, spec. bumper \$1,200. W. McBride, 414 Cherry St., Lodi, Ca. 209/369-4373. Reg. No. 0374915. 6-1.

EXECUTIVE'S 20x50 TWO BR LONGMARK in Reno. Awning, skirting, cooler, storage. Parking for four cars & boat. Fully carpeted & furnished. Call 322-9760. Frank Bonard, Box 1509, Nev. 89502. Reg. No. 0702521. 7-1.

FOR SALE: LEVEL WOODED HALF ACRE. Recreation area nr lake, golf crs, club house, heated pool off hwy 4, 15 min. to Bear Valley. Dave Creekmore, 404 Dondee, Pacifica, Ca. 94044. 415-359-1501. Reg. No. 058477. 7-1.

ALL TERRAIN VEHICLE FOR SALE: 8 wheel drive. Goodyear 16x14. 50.6 Terra tires. Corvair eng. \$800 or best offer. Jim Minard, 782 So. Cypress, San Jose, Ca. 95117. Phone 243-2668. Reg. No. 1235551. 7-1.

FOR SALE: 1/2 AC. MT. LOT Snow Shoe Springs subdivision Dorington. Hwy 4, Colaveros Co., Calif. Paved roads, water, electricity. J. H. King, P.O. Box 794, Waterford, Ca. 95386. Reg. No. 0750571. 7-1.

FOR SALE: TILT BED MACHINERY TRAILER 8 x 14' steel deck, winch & elec. brakes. \$400. Jack Mehean, Box 343, Murphys, Calif. 95247, phone 726-3088. Reg. No. 1148355. 7-1.

RULES FOR SUBMITTING ADS

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

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

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

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

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

• Address all ads to: Engineers Swap Shop, AL CLEM, Editor, 474 Valencia Street, San Francisco 3, California. Be sure to include your register number. No ad will be published without this information.

SALT & PEPPER SHAKERS FOR SALE. Collection of 250 pair from 50 states, Canada, Mexico. \$500 or best offer. Geddon L. Carpenter, 1954 Verda St., Redding, Cal. 96001. Reg. No. 0579326. 7-1.

LEAVING STATE BECAUSE OF HEALTH. Will trade eq. in six-yr. old, 3 BR. home, for modern self-contained camp trailer. Phone 533-3603 Oroville for appointment. Reg. No. 0939953. 7-1.

GARAGE & SERVICE STATION FOR SALE in Duchesne, Utah, good corner, 75' x 150' properly. Garage & sta. in operation now, contains lots of equipment. Two mobile home hook-ups in back bring in \$60 mo. J. L. Thompson, Box 180, Duchesne, Utah 84021. Reg. No. 1265055. 7-1.

CLEARLAKE PARK LEVEL LOT 50 x 100' mobile or perm. zoning, nr commty. pool, paved roads \$2,750. w/septic tank, power pole \$350. Call Ed Perdock, Clearlake Oaks 767/998-3244. Reg. No. 1087583. 7-1.

FOR SALE: 1965 BUDGER 15 x 45, two BR, utility rm, walk through closet. Jube Wheelch, 24221 Chrisman Rd., Tracy, Cal. 95376. Phone 835-0749. Reg. No. 0521085. 7-1.

FOR SALE: 1966 FORD BUSINESS COUPE, exc. running cond., new paint & interior, \$2,000 or best offer. 1948 FORD 5-pass. coupe, exc. cond., new paint & uphol. \$1,800 or best offer. Clarence Walker, 162-29th St., Ogden, Utah 84401. Reg. No. 1255549. 7-1.

TRADE FOR LAND OR EQUITY 1926 T ROADSTER w/283, 3 deuces, rig wheels, rollon pleated uphol. 415/521-7515 or write C. Williams 1576 Fifth Ave., Belmont, Ca. Reg. No. 0598824. 7-1.

FOR SALE 1959 V8 MERC. 4-door, one owner. New: 5 tires, fuel pump, starter, volt. reg., battery, gen., starter switch, windshield & wipers & motors, heater reg. Phone 415/276-1580 J. Susoeff, 15928 Via Para, San Lorenzo, Ca. Reg. No. 0899477. 7-1.

1965 ALLIS CHALMERS HD7G CRAWLER Tractor front end loader, 4 in 1 bucket, hyd. rippers. Exc. condition. \$9,500 firm. Calvin Bennett, 579 Manor Blvd., San Leandro, Ca. Phone 415/352-5570. Reg. No. 1091180. 7-1.

WANTED: 1926 or earlier model 30-60 Rumbly Oil Pull Tractor. W. D. Sorenson, 2028 Thorhill Dr., Oakland, Ca. 94611. Reg. No. 238823. 7-1.

LASSEN COUNTY, 20 ACRES level pastures on good gravel road, nr major recreational areas. \$4,000 down, small monthly payments, \$8,500. C. C. daSilva, phone 408/475-1618 Santa Cruz, Cal. Reg. No. 1142930. 7-1.

FOR SALE: 1959 V8 DODGE PICK UP w/cab. Hi solid bit compo—completely overhauled, new tires, clean throughout. 415/276-1580. J. Susoeff, 15928 Via Para, San Lorenzo, Ca. Reg. No. 0899477. 7-1.

METAL KITCHEN CUPBOARDS for sale. Full size elec. range & sink. Make offer. Ronald Henry, 3120 March Creek Rd., Clayton, Ca. 94577. Reg. No. 1324942. 8-1.

TRADE OR SELL 20 FT. BOAT, Mercury outboard motor, 100 horse, exc. cond. Trade for front end loader. Thomas Craig, Box 237, So. Lake Tahoe, Ca. 97505. Tel. 916/544-3995. Reg. No. 305043. 8-1.

TWO SIAMESE KITTENS, female, 2 1/2 mo., beautiful, intelligent, housebroken, healthy & playful. \$35 ea. or best offer. K. Mahoney, 455 41st Ave., San Francisco, Ca. Tele. 386-6543. Reg. No. 889769. 8-1.

FOR SALE: SLIM FORM HOME Slenderizing lounge. Prof. salon features. Dual motion pads, vib. action, auto. self-timing, fold-up & roll away. Exc. cond. \$60. Phone 525-3075. P. Icarde, 904 Carmel Ave., Albany, Ca. Reg. No. 0985044. 8-1.

TEARDROP TYPE CAMP TRAILER. Cook area in back. Attached 8x10 tent as new. \$250. Occidental gas range, grill \$40. 2056 Lucerne Ave., Stockton, Ca. 463-4344. Reg. No. 1362839. 8-1.

SALE OR TRADE for property nr Colfax or Auburn, Colfax 2 1/2 acres 4 mi from Grass Valley. Unfinished but livable house now rented. 50 ft. well, septic tank. Heart of hunting. \$12,500. P. E. Northrup, 7544 Linden Ave., Citrus Heights, Ca. 95610. Reg. No. 0863913. 8-1.

FOR SALE: TWO AXLE tilt bed trailer 8 wheels, tires. Air operated hyd. brakes. \$875. Phone 415/562-3236. Reg. No. 0678953. 8-1.

FOR SALE: 21 1/2 FT BOAT, fiber over wood. Cabin cruiser Old's marine eng. All new trans. completely overhauled. Runs good. \$2,300. Call 415/589-3959. Reg. No. 1020129. 8-1.

FOR SALE: WORTHINGTON 105 PORTABLE compressor, completely recond. reciprocal comp. excellent Continental 6-cyl. eng. New battery & radiator, recap & ply tires. \$1,000. R. Johnston, P.O. Box 72, Summit City, Ca. 916/275-2245. Reg. No. 1079837. 8-1.

FOR SALE: COMPLETE TRENCHING BUSINESS. Will teach you for one month. For more details call me at 935-6902 or write 379 E. Arbor Ave., Sunnyvale, Ca. 94086. Reg. No. 1121801. 8-1.

RETIRED SALON OWNER has all beauty shop equipment for sale incl. hydraulic chair, Make offer. G. Kates, P.O. Box 185, Drytown, Ca. Phone 209/245-6684. Reg. No. 1051472. 8-1.

FOR SALE: TWO TON FLAT BED inf. truck, good shape \$500 Two ton spur gear chain hoist like new \$45. N. E. Yocum, 8260 Riverland Dr., Redding, Ca. 96001. 916-241-8773. 415-432-4619. Reg. No. 0354222. 8-1.

SIXTH AVENUE OCEAN BLUFF LOTS 2 mi so of Trinidad. 275 x 100 ft paved front, elec. water, phone, ocean view. J. E. Koush, 2687 Pacific Ct., Arcata, Cal. 95521. Reg. No. 1025254. 8-1.

FOR SALE: 1939 LINCOLN ZEPHYR V-12 w/Columbia rear end. \$800 or best offer. Thomas Spiller, Rt. 1, Box 920, Jamestown, Ca. 95327. Phone 984-5716. Reg. No. 1054919. 8-1.

REFRIGERATOR FOR SALE \$25 Also 3/4 in. drive socket set. James K. Whitman, 935 Tara Hills Dr., Pinole, Ca. 94564. Reg. No. 053883. 8-1.

FOR SALE: ANTIQUE BEDROOM SET, cherry wood, asking \$1,000 or best offer. Thomas Spiller, Rt. 1, Box 920, Jamestown, Ca. 95327. Phone 984-5716. Reg. No. 1054919. 8-1.

WANTED: JOHN DEERE model No. 50 or No. 93 Back Hoe unit; also hardware for attaching unit to crawler tractor. Gene Collinge, 10090 Peninsula Ave., Cupertino, Ca. 95014, phone 408/252-5878. Reg. No. 0698472. 8-1.

FOR SALE: 60x20 MOBIL HOME, 3 BR., bath, lavm, kitchen, sea. util. room, \$3,000. Call 916-587-4378. Reg. No. 0994102. 8-1.

FIVE TREE-STUDDED ACRES, view, homesite in fish-stocked lake, access. 57,700. Call 415/562-8162. Reg. No. 0977665. 8-1.

BOAT & TRAILER FOR SALE: Elgin fiberglass 14 ft. 45 horse eng. \$500. Call 916-587-4378. Reg. No. 0994102. 8-1.

GOODYEAR THIN WHITE WALL wide-tread tire No. 70-15, 4 ply polyester & glass, like new, 100 miles. \$30. Call 415-873-6267. Reg. No. 0876129. 8-1.

ACREAGE FOR SALE in Oregon near Klamath Falls. Call 916-587-4378. Reg. No. 0994102. 8-1.



JOB STEWARDS APPOINTED

Dist.	Week Ending July 2, 1971	Agent	Dist.	Week Ending July 30, 1971	Agent
02	Wallace S. Haver	Al Hansen	31	Budd Byrne	Bob Sheffield
02	Frank Wilton	Al Hansen	50	Bobby Heikkila	Mike Womack
02	Lloyd Kurlitz	Bill Roney	50	Week Ending July 23, 1971	Agent
05	Arthur Paloma	Wallace Leon	50	Horman E. Clark	Harold Smith
05	Richard Tam W	allance Leon	50	Dick Phelps	Bob Merriott
40	Mike Smith	E. D. Lake	90	Ron J. Ruscigno	Mike Womack
50	Robt. B. Correia	Mike Kravnick	90	Richard Wing	Mike Kravnick
90	Gerald E. Henry	Mike Kravnick			
Dist.	Week Ending July 16, 1971	Agent	Dist.	Week Ending August 6, 1971	Agent
03	Theodore Hansen	Bill Roney	70	John E. Cole	Jack Bullard
20	Columbus F. Vawter	Paul Wise	12	George Felty	George Morgan
80	Albert Denning	A. V. Dalton			
80	Charles W. Tronica	Al Swan			
12	Homer Fuller	Lake Austin			
12	Phil Nay	Geo. Morgan			
12	William Pace	Lake Austin			
12	Mark Williams	Lake Austin			

SAFETY COMMITTEE APPOINTED

Week Ending July 2, 1971			Week Ending July 30, 1971		
Dist.	Name	Agent	Dist.	Name	Agent
03	Oron O. Brown	Bill Roney	70	Don Owens	Bob Havenhill
40	Larry Eaton	E. Lake	70	Everett Robinson	Bob Havenhill
Week Ending July 16, 1971			Week Ending August 6, 1971		
Dist.	Name	Agent	Dist.	Name	Agent
03	Howard Pfeifer	Bill Roney	80	Leonard M. Simmons	Al Swan
80	Jake Young	Al Swan	12	Harvey Long	Lake Austin
12	Paul Butters	Lake Austin			
12	Don Holmes	Lake Austin			
12	Wrex Lindsay	Lake Austin			
12	Gary Richins	Lake Austin			

CLIP & SAVE

1971 MEETINGS SCHEDULE

SEMI-ANNUAL MEETINGS COMPLETED
DISTRICT & SUB-DISTRICT MEETINGS

AUGUST

4 San Francisco, Wed., 8 p.m.
10 Stockton, Tues., 8 p.m.
12 Oakland, Thurs., 8 p.m.
24 Sacramento, Tues., 8 p.m.
26 San Jose, Thurs., 8 p.m.
31 Fresno, Tues., 8 p.m.

SEPTEMBER

2 Ukiah, Thurs., 8 p.m.
17 Salt Lake City, Fri., 8 p.m.
18 Reno, Sat., 8 p.m.

OCTOBER

5 Eureka, Tues., 8 p.m.
6 Redding, Wed., 8 p.m.

7 Marysville, Thurs., 8 p.m.
27 Honolulu, Wed., 7 p.m.
28 Hilo, Thurs., 7:30 p.m.

NOVEMBER

1 Fresno, Mon., 8 p.m.
4 Watsonville, Thurs., 8 p.m.
9 Stockton, Tues., 8 p.m.
11 Oakland, Thurs., 8 p.m.
16 Sacramento, Tues., 8 p.m.
17 San Francisco, Wed., 8 p.m.

DECEMBER

3 Ogden, Fri., 8 p.m.
4 Reno, Sat., 8 p.m.
9 Santa Rosa, Thurs., 8 p.m.

DISTRICT AND SUB-DISTRICT MEETING PLACES

San Francisco, Engineers Bldg., 474 Valencia St.

Eureka, Engineers Bldg., 2806 Broadway.

Redding, Engineers Bldg., 100 Lake Blvd.

Oroville, Prospectors Village, Oroville Dam Blvd.

Honolulu, IBEW Hall, 2305 S. Beretania Street.

Hilo, Kapiolani School, 966 Kilauea Ave.

San Jose, Labor Temple, 2102 Almaden Rd.

Stockton, Engineers Bldg., 2626 N. California.

Oakland, Labor Temple, Miller's Hall, 23rd & Valdez.

Sacramento, CEL&T Bldg., 2525 Stockton Blvd.

Fresno, Engineers Bldg., 3121 E. Olive St.

Ukiah, Labor Temple, State Street.

Salt Lake City, 1958 W. No. Temple.

Reno, 124 West Taylor.

Marysville, Elks Hall, 920-D Street.

Watsonville, Veterans Memorial Bldg., 215 Third.

Santa Rosa, Engineers Bldg., 3900 Mayette.

Provo, 165 West 1st North.

Ogden, Teamsters Hall, 2538 Washington Blvd.

'Rosy' 1980

Every 10 years the Labor Department makes projections of labor force needs and other economic factors of the future, and this year has predicted a "rosy" business picture in the United States by 1980.

The report made its prediction on the assumption that "by 1980 the country will have been able to develop a mix of public and private policies" that will permit the country to have an unemployment rate as low as three per cent "without creating inflationary pressures."

Economics of Pollution

In an article titled, "The Economics of Pollution," the New York (N.Y.) Times pointed out recently that there is a direct ratio between economic growth and environmental pollution.

The Times stated: "... The real output of goods and services in the United States has grown as much since 1950 as it grew in the entire period from the landing of the Pilgrims in 1620 up to 1950."

The article emphasized the fact that there was little concern about pollution in the United States 15 years ago.

Important Notice

Recording - Corresponding Secretary T. J. Stapleton announced the following Special Orders of Business for the regular quarterly membership meeting of District #12 to be held in Salt Lake City on Friday, September 17, 1971, at 8:00 p.m.: (1) Election of an Executive Board Member for District No. 12 to replace George Farrell who resigned. (2) Election of Grievance Committee Member for District No. 12, caused by the foregoing.

More on Marin

(Continued from Page 6)

job, moving right along.

Santa Fe-Pomery with lots of orders to get out at their pre-stressed yard in Petaluma is keeping the boys busy.

McLelland Company picked up a \$3,415 job for slide repair; also picked up a street and road job in Sausalito at \$43,000.

Forde Construction on road improvements for City of San Rafael-Freitas Park.

THINK BEFORE ACTING—

Tired and starving, a hunter slogged from the forest where he had been wandering. His eyes lit up when he spotted a stranger across the clearing. Throwing down his rifle, he ran to embrace him. "Thank heavens!" he cried. "Am I glad to see you! I've been lost for two days!"

"What are you so glad about?" growled the other man. "I've been lost for a week!"

Being too anxious for quick solutions can lure us into placing too much confidence in those who are unqualified or even malicious. Especially in more important affairs, it is part of leadership to check on those who will affect everybody's future for better or worse.

Whether it's a question of voting for the right candidate, deciding educational policies, joining an organization or conducting your own life, think prayerfully before you act.

"Can a blind man lead a blind man? Will not both fall into a pit?"



Labor Day
1971

NEW E-BOARD MEMBER

Recording - Corresponding Secretary T. J. Stapleton has announced that Brother William K. Ko was unanimously elected Executive Board Member for the newly created District No. 17 by the Hawaii members at regular quarterly meetings held in Honolulu on July 28 and at Hilo on July 29.

Brother Ko is well known to the Local 3 members in the State of Hawaii through his good work on the Honolulu Grievance Committee.

Credit Union Notes

Share Loans - Why?

By JAMES "RED" IVY
Credit Union Treasurer

Some of our Credit Union Members still ask what are Share Loans and why should I borrow money rather than make a share withdrawal. To help answer these questions is our purpose here.

What are shares? In the Credit Union, we call the money you deposit to your account "Shares." One "Share" is equal to \$5.00. A share simply means that you are truly part owner of the Credit Union rather than just a depositor as you would be if you placed your money in a bank savings account.



James "Red" Ivy

A "Share Loan" is a loan by the Credit Union to a Member who pledges an equal number of dollars in his account as collateral for the loan. Let's say a Member had a Share Account of \$1,500.00 and he makes a Share Loan of \$1,000.00. He would still be able to withdraw \$500.00 plus additional amounts as the loan balance was decreased from the application of payments.

Now, why make a Share Loan? You have the money in your account to meet your present needs, but, somebody suggests you make a Share Loan rather than withdrawing your money. Your first thought might very well be that you do not want to borrow money when you can use your own. But, there are several valid reasons why borrowing rather than withdrawing savings should be considered.

We all know what a struggle it is to save money in the first place. If we are fortunate enough to have some of our wages left after the bills are paid, there are a million attractive things to spend it for. Some are useful, but in many instances if we reflect back later on, we will wish we have saved the money. These "wishes" however, do not increase our savings account.

This is where the Credit Union and the Share Loan come in. The Credit Union, the conversion option in the Vacation-Holiday Pay Plan and the Payroll savings plans available from Employers not under Construction Agreements, all of which have been provided through the foresight and wisdom of the Local Union Business Manager, Al Clem and the other Officers and Board Members of the Local Union, have made it possible for our Members to accumulate savings totaling over nine million dollars in their respective share accounts.

Many of our Members, including some who have stated that they were never able to save a nickel before the Credit Union and these various savings plans were provided, now have savings in their individual share accounts amounting to several thousand dollars.

It could be quite a temptation to take this money out and go on a real spending spree. But these people realize that no matter what their intentions are, if this money is withdrawn, it more than likely will never be replaced. Now, we don't recommend or encourage anybody to go on a spending spree just because they have money available, but if they do have a good reason to spend some money, we strongly recommend that they consider making a Share Loan.

A Share Loan allows the Member to retain all of his savings intact and the Credit Union will gladly arrange a schedule of payments that will not be difficult for the Member to meet.

The nominal interest rate the Credit Union charges on Share Loans is offset by the dividends paid on Member's Shares and by both Life Insurance and Loan Protection Insurance purchased by the Credit Union on each insurable Member. With the Credit Union paying the Loan Protection Insurance Premium, the only charge to the Member is interest which is fully deductible from his taxable income, providing a further offset against the cost of the loan.

A phone call or a note to the Credit Union Office stating the amount you wish to borrow and how much per month you wish to repay is all it takes to get a Share Loan. The entire transaction can be handled by mail. You may also apply for Share Loans as well as other Credit Union Loans through your Local No. 3 District Office.

Labor Day Greeting

GLORY OF LABOR

By NELSON H. CRUIKSHANK
President, National Council of Senior Citizens

For many working people "Labor's Day" this year cannot be an enjoyable last holiday of the summer season. Millions are unemployed. Millions more are forced to strike in order to keep their wages apace with spiraling costs of living. Older retired workers on fixed incomes are especially hard hit.

This Labor Day calls for a recollection that the glory of Labor in past years has been the willingness of men and women to stand together in adversity and face up to hardship if need be to secure the rights of working people, but never to accept them as either just or as a permanent condition.

It is in this spirit that we "old timers" greet our working brothers and sisters this Labor Day 1971.

(PAID ADVERTISEMENT)

IF YOU ARE FINANCING A
New Car • Mobile Home • Boat
Airplane • Tractor
or just plain

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