

"Serving the men who move the earth!"

ENGINEERS 3 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. 4

SAN FRANCISCO, CALIFORNIA

April 1971

Send a Blowtorch!

Dam Money Makes 1972 Budget; Need Antifreeze

WASHINGTON, D.C. — A \$60 million Second Congressional District public works development program, concentrated largely in two projects, is included in the Fiscal Year 1972 budgets of the U. S. Bureau of Reclamation and the Army Corps of Engineers.

Representative Harold T. (Bizz) Johnson, from whose 55,000 square mile Congressional District flows most of California's water resources, indicated he had hoped for a greater and broader effort, especially in view of the present economic and employment problems which face the State.

"While I am pleased that we are moving ahead on the two projects which received most of the funds—Auburn Reservoir-Folsom South Canal and the New Melones Reservoir—I had hoped for additional funds to speed progress not only on these, but also on other projects throughout the area," Congressman Johnson declared.

"Both Auburn and New Melones, for instance, are multiple-purpose projects with benefits for irrigation and domestic water, flood control, recreation, fish and wildlife, and generation of electrical energy. We cannot begin to realize these benefits and the return of our investment on these projects until they are completed. Delay is costly."

Congressman Johnson noted that on projects of this type, much of the original cost is returned to the U.S. Treasury through the sale of water, power and other resources.

In addition to the desired speed-up in construction of these and other continuing projects, Congressman Johnson noted a critical omission in the absence of any funds for beginning Sacramento River studies ordered by the House of Representatives' Public Works

Committee at the request of Congressman Johnson.

"We must get this work underway," Representative Johnson declared. "This is the first step in solving the problems we are experiencing today all along the Sacramento River from Shasta Dam to Sacramento. The Federal Government is using the river as a canal to convey Northern California water into the Delta and it is time that we accept this and provide adequate bank protection and erosion control for the entire reach of the river."

Representative Johnson said this would have a top priority in his work with the House Appropriations Committee later this Spring.

One feature of the budget which did not show up in appropriations requests but which

See NEW BUDGET WORK Page 14

Local 3 Task Force Makes Strong Case to Thaw Funds

By KEN ERWIN

A blue-ribbon task force of labor and management led by Local Union No. 3 Business Manager Al Clem, will seek to make a special case for the hard hit construction industry in Northern California at the annual Building & Construction Trades, AFL-CIO Legislative Conference in Washington, D.C., April 19-26.

"Of course, we will be talking about the lag in construction in all of Local Union 3's jurisdictional area," said the union leader, "however, the greatest impact on our members as a result of the Administration's freezing of construction funds is in Northern California where construction hours worked has declined by 31.6 per cent since 1966."

Clem said that the Local 3 task force will meet with lawmakers from throughout Local 3's jurisdictional area and had scheduled meetings with those key branches of government who have the responsibility for the major projects that involve federal construction.

"We realize that not a great deal can be accomplished until the present Administration's leadership changes its tactics of using the construction industry and the construction worker as scapegoats for inflation," said Local 3's chief executive, "however, we believe that working with our friends in Congress and other union leadership we can make a strong showing for the need to accelerate the release of construction funds, at least in those areas faced with disastrous unemployment."

The union leader said that Local 3's leadership and staff members had given a great deal of time to an in-depth study of construction unemployment in the union's jurisdictional area and "would be going back to the seat of Government armed with hard statistics that the Administration would have to face up to."

The union leader said that the irrefutable facts were:

1. Construction industry spending in total has stagnated at 1969 level of \$90.0 billion. Both Private and Public construction contributed and are now on a 1969 plateau.

2. U. S. Highway Construction Contract awards declined from 1969 to 1970. Independent state project highway awards increased slightly from 1969 to 1970. Federal funding of

highway projects declined 4.4 per cent last year.

3. General construction contracts for California declined by 13.2 per cent last year, almost a return to the 1965 spending level.

4. U. S. construction industry unemployment totalled 400,000 workers or 13.3 per cent in 1970.

5. Construction industry unemployment equalled 17.0 per cent in the 13 Western states.

6. California construction industry unemployed equalled 17.0 per cent in 1970 and involved 51,000 workers.

7. International Union of Operating Engineers Local 3 (I. U.O.E.) for March, 1971 for the construction industry.

	Unemploy. No. of Members	Unemploy. Rate Per Cent
California	4,964	24.8%
Nevada	399	40.6
Utah	655	39.9
Hawaii	173	7.3
Total	6,191	24.7%

8. Of I.U.O.E. membership, 64 per cent worked 1,500 hours or less in 1970.

9. I.U.O.E. construction hours worked for Northern California members down 31.6 per cent since 1966.

10. Average hours worked in construction industry down 26 per cent from standard time norm.

11. Effected by current recessionary, regressive economic conditions, members average income down by 26 per cent in 1970 alone.

12. Operating Engineers incomes are not inflationary but are deflationary.

13. Severe unemployment

permeates the entire construction industry as indicated by declines in hours worked since 1965.

Carpenters	—10.0%
Construction Teamsters	—13.1
Laborers	—11.0

Clem said that the means for a solution to unemployment and underemployment were readily available when one examined authorized government construction projects in California, pointing out that some 822.4 million dollars were involved in such projects.

"If only the 85.2 million dollars for projects authorized and funded by Congress were released it would be a boon to the depressed construction industry and worker in this state," said Clem, "however, there is an additional 24.6 million dollars in the budgetary reserve and a reachable 712.6 million dollars on projects already authorized but not yet funded. So one can readily see that \$822.4 million could be applied to necessary construction in California alone."

The union leader pointed out that the Administration controlled the formula for easing construction unemployment and "it is not as complex as they would have you believe. Our study tells us clearly that by either unfreezing portions of the \$822 million involved in general construction, or the \$243 million involved in highway construction could work out to 6,080 on-site jobs for \$200 million released up to 24,320 on-site jobs for \$800 million released."

Cry of "Play Ball!"

Finds Giant's, 49er's New Home with More Seating

By BILL PARKER, Business Rep.

Williams and Burrows Const. Co. has the \$11.5 million contract, Phase II of Candlestick Park, the home of the Giants, which will soon be the home of the San Francisco Forty Niners football team.

The project is due to be completed in March 1973. There will be about 12 Brothers on the payroll of the general contractor plus those of the subcontractor. Brother Bob Lockin of the San Jose is the project superintendent. Brother Ed McAlpin is the steward.

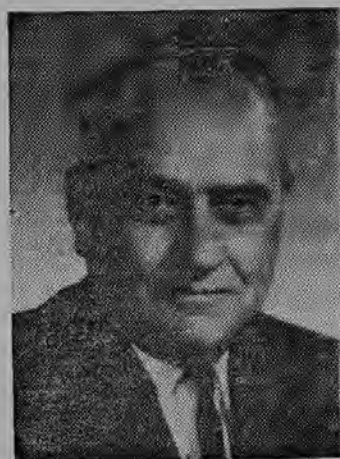
There will be 81 baseball games played while it is under construction. 21 will be on working days. There is a \$10,000 fine for any game that is cancelled due to construction.

At present time the infield is being converted to Astro turf. By April 1, start of baseball, there will be 34,000 new plastic seats installed and new ticket booths by October 1, the start of football season. There will be about 45,000 new seats completed along with a new press and T.V. box. When the job is done, there will be approximately 70,000 seats.

There will be precast units cast on the site that will require a 140 ton crane to set the largest weighing 37 tons, 55 of these and about 300 others weighing 15 tons and less.

For Special Progress Report and Photos See Page 11





*Collectively
Speaking*

with Al Clem

A great deal of our time in the past month has been devoted to endeavoring to evaluate the guide lines that President Nixon has set down to control what he calls inflation in the construction industry. As we said before, and as we continue to say, in talking, to the local politicians and the congressmen that we have access to, we think this is a most unfair ruling. However, this I suppose is what we can expect of some people who do not fully understand the construction industry.

While the President of this United States and his economic advisors view with great alarm these so-called inflationary settlements made in the construction industry, we wonder if they have taken the time or the trouble to determine how many hours the average building trades man works per year.

We know that in Northern California while a very few of our members had full employment, there were a great many who were working shorter days and shorter work weeks. When we consider that many of our members must maintain two homes in order to follow the short work week and inflation, it works an extreme hardship on all concerned.

We are working with some of the government officials to try to secure appropriations so that some of the jobs scheduled for the jurisdiction of Local 3 will be made available—not next year or the year after but at the present time. We have had some measure of success in our efforts but we think that Nixon's theory of holding back the construction money coupled with the screams of the ecologists and the bird-watchers is doing a great deal of damage to the economy of our country.

We hear a great deal about welfare but if there were job opportunities provided for those who are willing to work, the welfare problem would not be the major problem it is today. Of course, those who do not want to work and just live on welfare and for the social worker who is endeavoring to build the welfare rolls by putting able bodied people on rolls because they are not interested in earning a living, it is my opinion we can do without them too. The record shows that is people such as the members of our union who work and pay taxes who are the ones supporting those who have no desire to work. We are not saying that all the people who are on welfare do not want to work; we think that those who are unable to work because of age or sickness should be provided for in a much better manner than they are at the present time and, of course, those who are out of work due to no fault of their own must be lent a helping hand in times of need.

A great deal of our time during the past month has been consumed in preparing our proposal to submit to the various employers who have agreements which are expiring in the immediate future. This in all probability will be one of the toughest negotiating sessions we have had in quite some time, but I am confident that as time goes on we will be able to bring back an agreement to submit to the members that they can live with.

It has been brought to my attention that some of the employers are taking advantage of the Journeyman Trainees and the Apprentices in a way that was not intended when we negotiated the construction agreement. In order to correct this inequity, I would ask those of you who are working where Journeyman Trainees and Apprentices are employed to become familiar with the contract and report any violation of that section to your Business Agents for these acts are not fair to not only the other employers but everyone of these violations means that a member is being deprived of a day's pay if they are working short-handed.

I would like to take this opportunity to urge all members in Northern California to contact your State Senator and Assemblyman asking them to support the Southern Crossing. For those who live in the Bay Area, we know that the crossing of this bridge during the traffic hours is quite a task. The politicians are saying that the building of the Southern Crossing would not be good for BART. As we told you before, there is ample traffic for both if San Francisco is to grow and prosper. Of course, it is needless to say, that the building of this project would create millions of man hours of labor for the building trades men.

The nation's unemployment rate climbed back to 6 per cent in March after dipping to 5.8 per cent the previous month. On a seasonally adjusted basis, the total civilian labor force — those working or seeking employment — gained 91,000 persons after losing 514,000 in February. Those who have given up the search for work are not included in the March unemployment figure of 5.2 million. You can help fight this bleak unemployment situation by supporting Supporters of Engineers Local 3 Federal Endorsed Candidates (SELFEC) and the Voluntary Organization of Taxpaying Engineers (VOTE) and by writing a letter to your representatives in Washington.

Nevada On Target In Early Plans

By BILL RELERFORD, District Representative; RUSSELL TAYLOR, Business Representative; DALE BEACH, Business Representative and LENNY FAGG, Business Representative

Helms Construction Co., on their Elko East job, are slowed down due to weather on the grade, but the Crusher Crew is still running. About 12 Brother Engineers are on the job.

The Elko West Job, is still running full strength. The rock cut is about complete, but there are still about 3 months left on this project. Helms are employing about 22 Brother Engineers on this job.

Jack Parsons Construction Co., in Winnemucca, is going strong. As soon as the daylight permits, they are planning to go two shifts. Trucks are going to start hauling gravel shortly. This will put a couple of loader hands to work.

Crooks Bros. Construction Co.'s canal job is still going full swing. They are getting short on time, so they are working some overtime. This job was to be completed the 17th of March, but appears that it might run into April. They have about 22 Operators.

Helms Construction Co. has some small jobs around Reno area. Their crushing plant is going two shifts out in Sparks. Clean-up crews are finishing up on the Hwy. 80 job.

Savini Construction Co. has a small job going on the Crippled Children's Home in Sparks. They also have a small subdivision started.

We have a new rock plant which has just signed a Rock & Sand Agreement. The Company's name is Carson Queen Rock and is located in Carson City.

Helms Construction Co. has landed a big job on 395 North. This job will start Monday, March 15th, weather permitting. This bid was about 3 million.

H. H. Hays Construction Co. has a dirt spread North of Carson City doing the sub-grade on Nevada Paving's job. Gravel is being furnished by Commercial Asphalt, who has a rock plant set up East of Dayton.

Nevada Paving's Superintendent, Bob Smith, says April 1st will see the hot plant in operation, weather permitting.

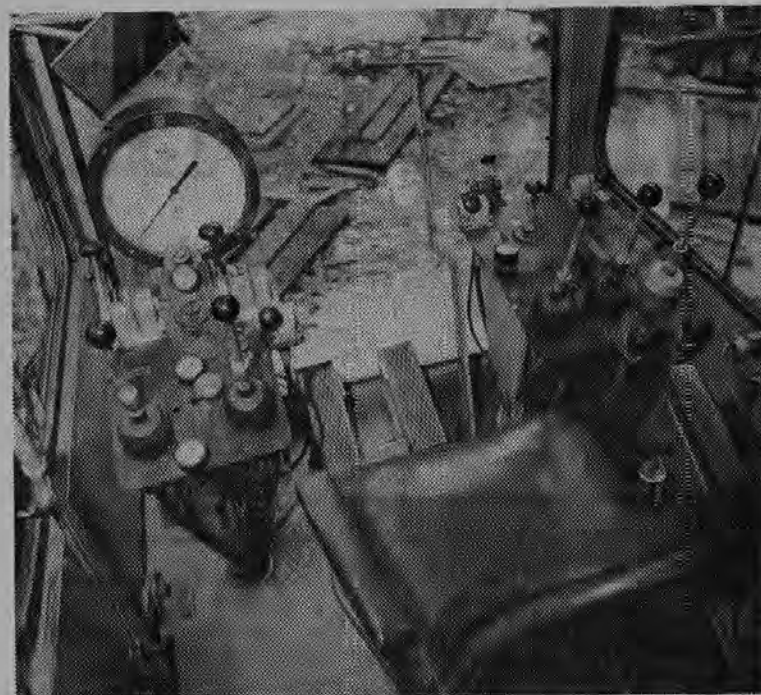
A pre-job conference was held with Hughes & Ladd, Inc. and Superintendent, Rick Nemetz, informed us of their intent to start work March 15th. They expect to use 8 to 10 Engineers. The job is located on Kingsbury Grade, approximately 11 miles West of Minden.

Ramos Construction, after a delay of 60 days, was finally awarded a contract on the West Shore of Lake Tahoe. Their bid

(See MORE NEVADA Page 3)

ENGINEERS NEWS

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



CAB & OPERATING CONTROLS of the 200-ton Manitowoc 4600 Vicor crawler crane now at work on the Trans America Building in San Francisco. The crane, one of the world's largest, can pickup 200 tons in a single lift and costs \$375,000.

LO, THE OVER-PAID HARD HAT!

He Still Perseveres

No one seems to question the pay received by full professor (\$35,000 to \$47,000 a year); an industrial executive (\$50,000 to \$200,000 a year); the President (\$200,000 plus a huge expense account); politicians at any level (\$27,500 to \$47,000 a year); a successful surgeon, doctor or dentist (\$100,000 to \$500,000); a successful pop singing group (\$250,000 to \$1,000,000 a year); movie actors and prize fighters (millions plus). Almost all of these big time earners have built-in tax dodges that either allow them to pay little or no taxes even though most make no permanent contributions to the nation's basic needs. Yet in recent months, the focus of the complaint about inflation has been the high cost of construction and the onus has been on the man who sits in the cab shown above and operates all those complicated levers. It has been said that he earns upward of \$30,000 a year, not so, his median income ranges from \$11,000 to \$15,000 a year when he works steady, weather, contracts and release of Federal funds permitting. He has the lives and safety of thousands of people in his skilled hands while operating the giant machines that provide the essential pathways (dams, buildings, pipelines and waterlines, highways and rapid transit systems) to the future. He builds not for the moment, bowing to the dollar god of engineered obsolescence, but for the future so that millions will be able to enjoy the fruits of his craftsmanship in safety for years to come. His ability and know-how have changed not only the face of America, but the face of the world. His ingenuity and dedication are more respected abroad than at home where he has been made the inflation and sociological villain by the millionaire contractor, the Nixon Administration, socially-oriented Liberals and Campus Revolutionists. Yet he perseveres. Perseveres despite the knowledge he will strive in a field of multiple personal safety hazards that may leave him with deafness, chronic backache, dust-associated lung diseases and the almost daily risk of losing life or limb. He perseveres knowing that at the end of some thirty years of hard work he will be lucky to have sufficient pension and health credits to live out his old age without becoming a burden on the taxpayer and/or his family, a condition which he has always dreaded more than hard work. So much for that arch villain—the AMERICAN HARD HAT. (Ken Erwin).

ENGINEERS NEWS

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



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

Advertising Rates Available on Request

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



A SERIES of Old Timers Meetings have been held in Local Union No. 3 Districts within the past few weeks and above are a few of the photos taken in San Jose, Oakland, Sacramento and Santa Rosa.

Labor Dept. Unit Ends Safety Law Hearings

WASHINGTON, D.C.—Speaker of the House Carl Albert, D-Okla., and House Public Works Committee Chairman John Blatnik, D-Minn., have assigned top priority to the accelerated public works bill sponsored by U.S. Representative Harold T. (Bizz) Johnson of California.

Veteran lawmaker Johnson, a senior member of the Committee on Public Works, said House action is expected before the Easter recess in April.

Hearings will begin March 15 on the billion dollar program of Federal grants to substantially and immediately attack unemployment in the Nation's hardest-hit areas.

Second District Congressman Johnson said the bill, H.R. 4400, would provide federal funds for much-needed public works such as new or rebuilt water and sewer facilities.

Hearings now are being conducted in the Senate on the bill.

Refund Claim Deadline Nears

Workers are reminded by the Department of Human Resources Development to file their claims for refund of excess Disability Insurance deductions early after January 1.

Employees who worked for two or more separate employers during the Calendar Year 1970, including agricultural and hospital employers, and had a total of more than \$74 deducted may claim a refund of the amount deducted above \$74.

Claim Form DE 1964 may be obtained from any office of the Department. Employers, labor organizations, accountants, income tax representatives customarily obtain supplies for distribution.

Refund claims will be accepted only until June 30, 1971.

Recording - Corresponding Secretary T. J. "Tom" Stapleton has announced that an election for District No. 3 Executive Board Member will be Special Order of Business at the regular quarterly district membership meeting to be held on Tuesday, May 4, 1971, at 8 p.m., in the CEL&T Building, 2525 Stockton Blvd., Sacramento, pursuant to Article IX, Section 2(b) of the Local Union By-Laws, a vacancy having occurred through resignation.

More Nevada News

(Cont. from page 2) was something over \$900,000. With the Cinder Cone Controversy temporarily settled, the job that was scheduled for bid on January 7 and withdrawn, should be rescheduled and bid in the near future. It was for underground work on West Shore and estimated at 1,400,000 by the Engineers.

Sub-Terra, Inc. has leased the sand pit from Gebhardt Construction in Tahoe City and plan to move in and start stripping operations to uncover some more high-priced sand. Sub-Terra is well-liked by employees due to the 50 hour work week and new equipment.

Wheatley-Jacobsen is 95% complete on their job at Brockway. Two weeks should see the tower crane dismantled and moved out.

McKenzie Construction of Sparks, Nevada picked up another building at the University of Nevada, Reno for the price of \$2,564,000.

Savini Construction has finished and opened Rock Blvd. between Glendale and Mill Sts. and have moved into Sparks on some subdivision work.

Cortez Gold and Carlin Gold Mines in Northern Nevada, are two of the largest gold producing mines in the United States. The process used by these two mines are similar in almost every respect. Both are strip mine operations. After the ore is transported to the crusher by large ore trucks, it is crushed to about 1/2 inch rock. It is then

fed into huge ball mills that grind it into a fine pulp. Also added into the mills at the same time is a caustic cyanide solution which dissolves the microscopic gold particles and puts them into a soluble solution. The ore then leaves the ball mills to go through an agitation circuit that gives the cyanide more time to react on the gold. This pulp ore then leaves the agitators and goes through large thickeners which serve as a separation unit. The gold cyanide bearing solution is separated from the pulp and pulp is dispersed to the tailings dam. The solution is pumped through presses where zinc is added to precipitate it back into solid form. The presses are actually huge filters that catch the gold concentrate. When they are full the concentrate is removed and put into small furnaces for refining. The gold is poured into about 70 lb. bars and shipped as soon as possible.

It is rumored that Amex Corporation, a subsidiary of Placer Ltd., and also the Cortez Gold Mines have been negotiating for the controlling interest in Phillips Petroleum's underground holding in the Ward Mountain area near Ely. Much exploration drilling and other development work has started up in this area.

The Operating Engineers would like to take this time to thank the stewards committee at Anaconda for the fine work they did on the proposals for their new contract.



GUAM GOVERNOR Carlos G. Camacho signs contract recognizing Local Union No. 3 as official bargaining agent for the Public Utility Agency of that Trust Territory. Brothers Senator Bill D. L. Flores and Trustee Fran Walker represent the union at the official signing.

Local 3 Gains Another Unit In Guam Organizing Efforts

A contract recognizing the Operating Engineers Local Union No. 3 as the official bargaining agent for 130 employees of the Public Utility Agency was signed recently by Governor Carlos G. Camacho.

The agreement, which became effective March 30, covered the Telephone Division's cable splicers, general helpers, helpers, trades (general), installer-repairmen, linemen and switchmen.

All work, including construction, installation, rearrangement and upkeep of telephone facilities and related activities were also covered.

The contract was signed in the presence of Fran Walker and Senator William D. L. Flores, both local union officials.

Earlier, a management team consisting of R. W. Kilburn, Ray J. Aflague, Greg Santos and PUAG Director John T. San

Agustin, met regularly with union officials to negotiate terms of the contract.

Governor Camacho said that the government's policy of "orderly and constructive relationships between management and employee organizations is clearly demonstrated by the official recognition of the Operating Engineers union as the workers' agent at all bargaining sessions and grievance hearings."

The contract also provides for the establishment of a Joint Labor Relations Committee for the settlement of grievances. The committee will consist of two members selected by the union and two chosen by PUAG's chief officer.

Working rules defined in the agreement covered supervision and discipline; work days and work weeks; overtime and premium payments and shift differentials.

\$14 Million for New Buildings in SJ Area

By ROBERT E. MAYFIELD,
JACK CURTIS, AND
BOB SHEFFIELD,
Business Representatives

A few more projects are taking shape to obliterate even more of the blossoming orchards in this valley. More than \$14 million worth of new office buildings are under construction on the West side.

Trammel Crow Co., of Menlo Park, has the first of ten, two-story structures underway at their Meridian Office Center at 4400 Stevens Creek Blvd., San Jose. In addition to offices, there will be an adjacent four-screen theater, shops, and restaurants.

In Santa Clara, Interland Development Co. is about ready to go on its plush \$8.5 million Lakeside executive office center on Lawrence Expressway near El Camino Real. There will be seven decorative, two-story office buildings with a two-acre lake as centerpiece at Marina Plaza Beach and Raquet Club. Workers can sail small boats in their spare time!

In Sunnyvale, site improvement is underway for the largest apartment complex to date in that city. The \$14 million complex will have 766 units and is located at South Fair Oaks and Old San Francisco Rd. It is being developed by SHARE, Inc. (Small Holders Associated, Real Estate, Inc.) When completed, there will be 15 acres of landscaping with two lakes, an Olympic-sized swimming pool, and their activity areas, covering a total of 21 acres.

Also underway in Cupertino, is a \$1,529,641 complex at Foothill Blvd. and Salem Dr. These are the Foothill apartments being built by J. Cyril Johnson Investment Corp.

A massive construction boom in Valco Industrial Park will soon be underway, also in Cupertino. Construction on one of three, 12-story Hilton Inn Hotel towers was approved. Also approved was a neighboring three-story office building and a two-story office and industrial building. These will be at Wolfe Rd. and Pruneridge Ave. and on Pruneridge near Tantau respectively. A parking building will also be constructed on the site.

Several big highway bids have been ok'd by the State Public Works Department for this area. The Raisch-Liton Co. of San Jose won the \$3.37 million contract to convert the two-lane Route 227 highway between Sunnyvale and Milpitas to a four-lane highway. This stretch connects the Bayshore Freeway with the Nimitz Freeway and work here is underway. Due to the complexity of widening from the existing two lanes and installation of bridges across four creeks, and rebuilding a cloverleaf interchange at the Nimitz Freeway, the project will not be completed until July, 1972.

Raisch Paving was again the low bidder at \$7,422,453 with Moseman, Freeman-Sondgroth Co. for constructing the four-mile segment of Route 101 south of Gilroy as part of a realignment of Route 101 to bypass Gilroy. Raisch Paving also was granted a 20 year permit to operate a 142-acre rock quarry at a site on the west side of Monterey Rd. between Hillsdale and Curtner. Guy F. Atkin-

son has a permit for an adjacent 46 acre site.

A. J. Raisch Paving was awarded the contract for \$2,336,619 for the construction of Blossom Hill-Monterey Rd. interchange. This job will commence March 29. There will be approx. 550 working days. The sub-contractors are Central Valley Electric, Pioneer Underground, Myron Drilling, James Griffiths, and Liton Const.

Work in the southern part of District No. 9 is still slow. Granite Const. Co. and Shellmaker are moving right along on the extension of the small craft boat harbor in Santa Cruz. This job has about 20 Brother Engineers working.

Plans for the reconstruction of the Wharf Road Tumble and the widening of Wharf Road has been delayed until March 22, 1971. This is a joint City-State-Southern Pacific railroad project. The lowest bid on the project was \$225,000 or \$44,000 more than the Engineers' estimate.

Stanton Biggs of Fresno was awarded a \$279,000 job for road realignment and a cement pier half a mile south of Big Bridge on Highway One. This job started March 10, 1971 and will wind up in about 70 working days.

Thomas Const. Co. of Fresno has just about completed the sewer ponds in King City.

O. K. Mitty & Sons are about through with the excavation on their Highway 101 job south of Gilroy. Lew Jones of San Jose is putting in the overpass on this job.

Bids on the extension of the freeway between Sand City and Twin Bridges is supposed to be let in March of this year.

By Robert E. Mayfield,
District Representative

We would like to take this opportunity to welcome everybody to the San Jose Office to personally get acquainted and to take advantage of all of the services available at this office. As we have stated before, service of all kinds is a major duty of ours. It is our belief that each and every member is entitled to exactly this.

Brother Robert Skidgel, who served the membership so well for the past several years as the District Representative of San Jose, regrettably took an unexpected leave of absence. Following in the footsteps of men like A. J. Hope and Robert Skidgel is a challenge that I expect will be difficult but will accept.

In these most difficult times of lack of work, we must work all the harder and stick together. We ask for the support of all members for us in District No. 9 because it certainly helps to know that this is the case. One way of doing this is to participate in VOTE (Voluntary Organization of Taxpaying Engineers), which was an idea of Business Manager, Al Clem to stimulate everyone of us to become aware of the political situations on all levels and the importance of this awareness. If your area Business Representative does not contact you, please contact them or contact the San Jose Office and get behind this effort.

Before closing, we at the San Jose Office and the Officers

See MORE SAN JOSE P. 5

False Spring Gives Promise Of Honest Summer to Come

By RAY COOPER and
GENE LAKE

At the present time Old Man Winter is still the power to reckon with here on the North Coast. In the past month we have had a few nice sunny days but since then more rain and snow has fallen. During the "false spring" some of the contractors recalled their employees for a few days work.



Ray Cooper

On Berry Summit, on Hiway 299, Ray Kizer is shut down again due to snow, the same story holds true on the Summit Valley job.

The Granite job at Blue Lake is also down again with the exception of four or five of the Brothers remodeling the crusher between rains.

Activity at the Mercer Fraser plant at Essex runs hot and cold. Some days everything seems to be going full bore.

At Redwood Empire Aggregate work has been slow all winter.

Guy F. Atkinson is putting the final touches to the Eureka-Samoa Bridge. At the present time they have three dozers and a blade doing some landscaping on the island between the two spans.

Ray Kizer's shop in Eureka

has been keeping two mechanics and a welder busy most of the winter.

Western Pacific Dredging at King Salmon should be finished with their present contract in about a week. Nothing definite now but a possibility of more dredging in the near future.

Mercer Fraser at Sandy Prairie is still producing plant mix and aggregate for various projects in the area. Here again the work is on a day to day basis.

At Stafford, Ray Kizer is going strong. The Brothers fortunate to be employed here are working 5-10's at present. During the few nice days we had Mercer-Fraser Company was able to pave the detour so that traffic could be re-routed. Kizer's crew now is raising the grade of the northbound lane with river gravel and rock hence rain doesn't have too much adverse effect here. This job is to be completed this fall.

Activity at some of the shops in the Eureka area has picked up in the past month. Brizard Matthews in Eureka and Clark Equipment at Fortuna have added more people to their payrolls. Management at both firms are anticipating a good season ahead.

We see where the proposed 40 million dollar Butler Valley Dam project will move another step forward with a call for bids to be issued March 11th on core drilling and undisturbed sampling along Maple

Creek Ridge.

Bids will be opened in the Corps of Engineers office in San Francisco on April 1, 1971. The work involves 12 borings about 200 feet deep and four inches in diameter. More drilling contracts are expected later this spring.

In Del Norte County at Klamath, Granite has not started any work at this time. Duff Surveys is doing the engineering work on this project.

Further north of Crescent City the only activity at present is a small crew assembling Granites' hot plant which was recently brought in from King City.

Over at the Sough Jetty, Umpqua River Navigation Company is also getting ready for the coming season. During the past winter they have been busy pouring some 600 dolos. Arrival of the 4600 Manitowoc crane is expected in the near future. This machine will be used on shore work until ocean conditions permit it to be moved out onto the jetty. Once on the jetty a ring will be attached to it which will greatly increase its lifting capacity. At this time it will begin the job of placing large rock and dolos.

In the way of new work nothing to speak of has been let in the past month. There are some rumors that the Indionola Road project will become a reality this summer. This one will be around \$300,000.

(See NORTH COAST P. 15)

Rare Bobcat to Reside in Zoo

By RAY COOPER

BOBBY—A RATHER UNUSUAL CAT

Brother Shelby Johnson's wife Elsie, of 3461 School Road had a cat named Bobbie. Bobbie was a rather unusual cat in the sense that she liked water, favored fresh meat and raw chicken necks which she consumed at the rate of approximately five pounds a week. Whenever Bobbie was outside she was kept on a leash with a long wire fastened to serve as a runner. Bobbie had a rubber ball which was completely torn apart in short order; but the little stuffed rabbit was given special treatment by the cat. She would lick and clean the rabbit as if it was her own kitten. The neighbors would stop and pet Bobbie, and the school bus driver would drive his bus slowly by the yard so the children could all observe the animal.

So unusual was Bobbie that she recently received national recognition when a story concerning her appeared in "Wild Pets," written by Robert Franklin Leslie. You see, Bobbie was raised from a kitten and grew into a beautiful, full-sized bobcat.

Leslie's story, published in 1970 by Crown Publishers, Inc., New York, is a firsthand account of wild animals as pets, guests, and visitors, with information concerning their feeding and care. It contains over sixty illustrations of many different wild animals.

Elsie explained she received the bobcat from Buddy Rittenberry of Hydesville when the cat was three months old. She had been first told of Bobbie before the kitten had its eyes open. Rittenberry, a hunter, had backtracked the hounds to the mother cat's lair after the old cat had been killed by the hounds. Finding two kittens, Rittenberry took them home and attempted to raise them. After the death of one of the kittens, Rittenberry contacted Mrs. Johnson, knowing that Mrs. Johnson had raised three baby coons. Mrs. Johnson advised Rittenberry to raise the kitten with a mother cat that was nursing its own kittens, and this was done.

Mrs. Johnson accepted the duties of raising Bobbie when the animal was three months old. A close attachment developed between the two. Bobbie always seemed to know when Mrs. Johnson was planning a trip in the car and loved to ride in the automobile perched on Mrs. Johnson's



BOBBIE AND ELSIE

shoulders—quite a sight for passing motorists.

Bobbie loved children, Tammy and Shelly Croft, grandchildren of the Johnson's, would often play for hours at a time with Bobbie. When Shelly was three years old she bathed Bobbie in a tub of water. When Tammy was still a baby Bobbie would rub against her, purr, and lick her, never showing any sign of viciousness.

Despite being told that bobcats could not be trained, apparently neither Bobbie or Mrs. Johnson believed this, as Bobbie was taught many things, such as rolling over whenever Mrs. Johnson would ask her if she wanted to eat. The bobcat knew no fear, and often sat on the end of a ten foot pole in the Johnson's back yard, appearing to be counting each dog as she looked over Mr. Johnson's six hounds.

Although most of the neighborhood children knew and loved Bobbie, there were, unfortunately, some of them who sought pleasure in teasing the cat and throwing rocks and sticks at her. One tearful day Mrs. Johnson realized that she could no longer keep Bobbie. Bobbie must not harm any of the children nor should the children harm Bobbie. Unfortunately, Bobbie was unable to understand that she couldn't strike back at those who taunted and hurt her. Bobbie was then taken to Sequoia Park Zoo in Eureka where she is today.

The people in Rohnerville and Campton Heights miss Bobbie, but not nearly as much as she is missed by Mrs. Johnson who knew and loved her most of all.

Oakland Work Picture Still Needs Better \$\$\$ Exposure

By DON KINCHLOE
Treasurer & Dist. Rep.

SHOPS, PLANTS and ROCK SAND and GRAVEL

By BOB HAVENHILL

Well brothers, the winter is over but the work shortage isn't. Have you read the letters in the Engineers News from the brothers who have attended the Rancho Murieta Training Center? These brothers have turned their winter unemployment into an advantage. They have had the foresight to learn new skills or have improved their previous skills in the trade, and have made themselves more employable. How about you brother, it's still not too late.

Brother Mel May of May Injector Co., Fremont has hired two new apprentice mechanics to help him in the shop. His work load is going pretty good now and he expects a good year.

Learner's Shipyards are busy stockpiling and loading scrap for overseas shipments. All the brothers employed at International Harvester, Newark have enjoyed a very good winter without any short paychecks.

M.D. Co., Rix Equipment Co. and Ed R. Bacon are starting to pick up a little more work now after an abnormally slow winter season.

The Rock Sand and Gravel Industry has managed to come through a pretty tough wet season; but are expecting to do about the same this year as last; not great but fair.

Don Kinchloe has instituted a series of committees in the Oakland District to help the engineers and their families to become better informed on Politics, Blood Bank, Food Stamps and First Aid. Any Operating Engineer who is unemployed may qualify for food stamps in addition to unemployment benefits. If you don't know how to get them please call your Business Representative for information. Several meetings were held last month in the District 2 area regarding these subjects. If you did not attend please contact your Business Representative in order to fill out the Blood Donor or Helpers cards. If you would like to participate in the Operating Engineers sponsored First Aid Training Program (5) two hour sessions call the Oakland Office or your Business Representative.

WESTERN
CONTRA COSTA COUNTY
By TOM CARTER

The work in the area is still fairly slow due to several reasons. One, there have been very few new contracts let this winter, the political and economic situation being what they are today. Another, is the contractors don't want to open up too much work because they feel there is more rain in the store this winter.

The biggest rapid transit job in the area is the placing of the rails from Richmond to the Oakland section. At this time all the track at 23rd Street in Rich-

mond to Oakland is in and the crew is now putting it to line and grade. The same contract includes the placing of the rails through the two north Richmond stations. They hope to start work on this portion of the contract in about a month.

W. M. Kellogg Co. has started their job at Standard Oil in Richmond. This job is about a two million dollar project and will consist of building three furnaces which will be a new reformer unit. This job will employ about nine engineers when it reaches the peak of employment in June of this year. At this time the preliminary work is in progress. The steel erection will start about April.

TECH NOTES FOR APRIL
By PAUL WISE

Brother engineers, as the writer begins this column, there is one great concern that has been on his mind for quite some time, and that is, the small concern and anticipation that the majority of the brothers have in their local and state politics. We would, at this time like to enlighten some about the work situation. Well, it's not the best for this time of year as it should be. As a matter of fact all of last year as a whole was well below par; the reason, politics, and brothers I'm sure you know as well as I, what I'm talking about; there is only one thing a politician knows and that is a vote for him.

Lately statistics show the engineers have not gone to the polls and used their all-important vote. Brothers you owe it to yourself, your family and brother engineers to get involved and now!

Lasers are devices of potential hazards. Many brother engineers have been told not to stare directly at a welders torch, but many are not familiar with the hazards of lasers. The laser is a piece of electrical equipment and should be handled with the same respect given other electrical equipment. The intense beam of monochromatic light may cause burns to retina. The heat generated by the equipment used to stimulate emission and amplify it for use is also a potential hazard to those operating the laser.

In closing brothers, your union would appreciate your participation in your local blood bank. One last word, when donating blood be sure and inform the blood bank that you are donating for Local No. 3.

SOUTHERN ALAMEDA
By HERMAN EPPLER

Work in the area is holding at a slow pace as March goes by. We haven't had any significant projects let out to bid this month. Most of the brothers working in this area are employed in a field that has something to do with housing projects.

We have started a drive to update our blood bank in the Oakland area and it is going very well. There is a blood donor's card all the members in this district should fill out, and when blood is donated or released a record will be kept on these cards. This will provide better service to the member and his family.

In March we are working on an issue in Pleasanton. The planning commission has proposed a Scenic Road above Pleasanton and Sunol along with walking and riding trails with camping facilities. This proposal

has been attacked by some of the people who live in that area as a developer's dream to make money through commercializing this area and also destroying the environment. This proposed plan would cost around 60 million dollars and would make a lot of work for us as well as a fine recreation area when complete from which all local residents will benefit. We are supporting the planning commission's plan and have had the help of many brothers and their wives in that area.

Another project to come up later this year is the Foothill Freeway project which has already received criticism from the ecologists. We will surely have a fight over this project and its location. When this comes up we are sure to have many of the brothers involved in the support of that project at supervisors meeting.

Brothers, this is the time we must all get involved in our Residential areas and with some of these problems that face us every day. If any brother sees something coming up in his area, get ahold of the agent and we will work together as a group from the area involved.

CONTRA COSTA COUNTY
By JOHN NORRIS

Work in the Upper Contra Costa County area has picked up quite a bit in the last month.

We had a pre-job conference with Hensel-Phelps last week on their job at the Concord BART station. They were awarded the job for a bid of \$4,225,000 with a completion date of December 1972. Most of their work on this job as far as engineers are concerned will be done by sub-contractors.

A. D. Seeno has started to move dirt again on their housing projects in Pittsburg. At the present time they have a crew of 10 brothers.

The Pittsburg Steam Plant continues to be the best job in the area now. At the present time they have a crew of 10 brothers on the job out there and the engineers estimate the job to be 40% complete.

Labor Looking Glass

By T. J. "TOM" STAPLETON
Recording-Corresponding Secretary

The temporary suspension of the Davis-Bacon Act is now history. Currently we are confronted with a Construction Industry Stabilization Committee whose chief function is to review any wage and fringe benefits that are negotiated and approve or disapprove them on or the basis of productivity, improvements and cost-of-living trends, but not in excess of the average of the median increases in wages and benefits over the life of the contract negotiated in major construction settlements in the period 1961 to 1968.

After all the pressure of Big Business and their allies to destroy the Davis-Bacon Act why did the President back off? One reason is the numerous letters he received from the members of the construction industry and their wives, but the main reason is because of so many little Davis-Bacon Acts in the various states. The only avenue open to the President to fully implement his order was to withhold money from the states until they changed or modified their state laws dealing with predetermined wages in the construction industry. Now the good President being a politician first knows that he is running out of time. If he is to have any kind of a chance to be re-elected in 1972, he must get the economy going and people employed.

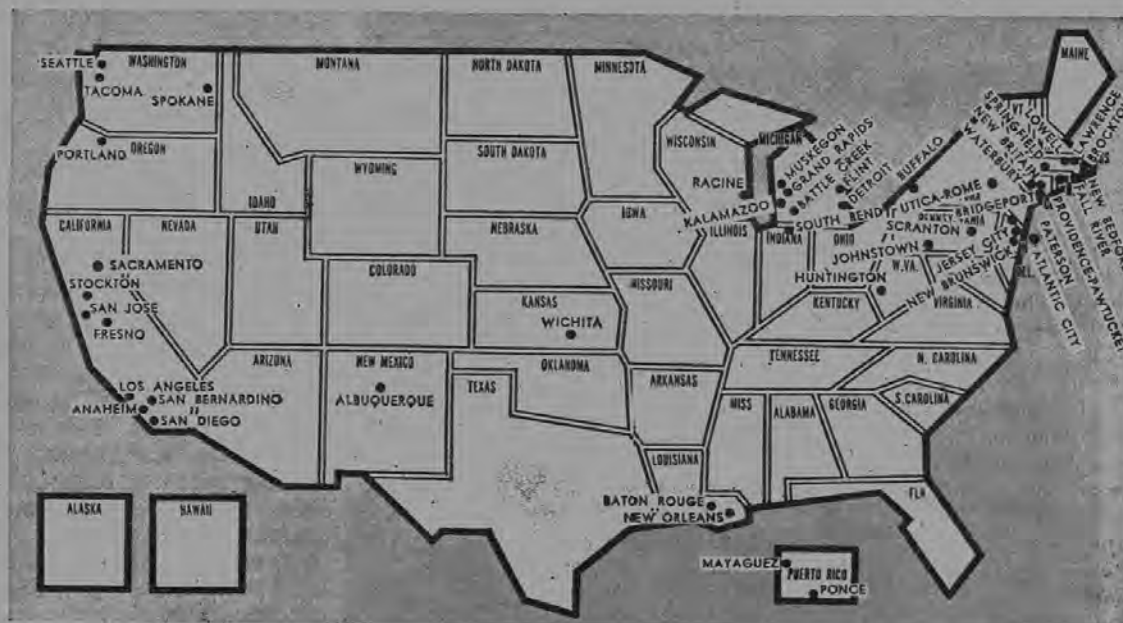
1970 was a bleak year. The Department of Human Resources Development of the State of California reported that in December 1969 there were 377,000 unemployed in the state. By December 1970, this figure had increased by 64 per cent to a total of 619,000 unemployed in the State of California.

You would think that with such high unemployment and the poor condition of the economy that everything possible would be done to improve the situation, but it seems the reverse is true. For example, recently the California Supreme Court ruled that the California "Buy American" Act was unconstitutional because it was an "encroachment upon the Federal Government's exclusive power over foreign affairs and constituted an undue interference with the United States' conduct of foreign relations."

Over 32 trading countries have laws or regulations restricting governmental purchases of domestic goods—but the states of this country cannot stipulate in bids for construction work that the Employer has to use American-made steel, etc. The state can now buy any and all foreign goods and the start is being made with a proposal to purchase motorcycles for the Highway Patrol. Discontinuance of state "Buy American" practices will aggravate the nation's number one problem of creating new jobs and thereby reduce unemployment, jobs that would number in the hundreds of thousands.

Do you want your tax dollars spent on foreign purchases? In the long run foreign purchases are not cheap. One dollar spent for domestic goods generates thirty-six cents (36c) in taxes. Purchase of foreign produced material generates no tax revenue from the production process. Money spent domestically stimulates the economy by more than 15 times!

Federal action is needed now to allow states to continue their "Buy American" practices. It is up to you to accomplish this. All together we can take action that brings the needed results. Write your congressmen and tell them you support and they should support H. R. 976, the bill which gives the state the right to have "Buy American" acts.



Areas of Substantial Unemployment

Unemployment continued to spread last month. The Labor Department reports that the jobless rate has topped the six per cent mark in five more American cities.

The new areas are Utica-Rome, N.Y., where 7.6 per cent are unemployed; Johnstown, Pa., where 7.1 per cent are jobless; Sacramento, Calif., with 6.7 per cent unemployed; Providence-Pawtucket, R.I., where 6.6 per cent are out of work; and Scranton, Pa., where 6.3 per cent are looking for jobs.

Two other areas already tagged with sub-

stantial unemployment, in New Britain, Conn., and Stockton, Calif., continued to add to their jobless roles and now report unemployment of more than nine per cent. Seattle, Wash., topped the nation with 12.1 per cent unemployed.

February unemployment was the worst, in eight years. Forty-five of the 150 cities surveyed by the Labor Department now report substantial unemployment. A year ago, there were only seven cities reporting substantial unemployment of six per cent or more. Eleven areas are now reporting more than nine per cent against only two cities a year ago.

More San Jose

(Continued from Page 4)

would like to thank the many retirees and their wives who attended the special meeting at this office. It was a very informative meeting and it was even suggested by many, afterwards over a cup of coffee, that this kind of meeting be held twice a year instead of only once.

Sonoma Approves Siri Gravel Bid

By RUSS SWANSON and
BOB WAGNON

"CONGRATULATIONS!"

Who to? Why, the Sonoma County Board of Supervisors of course, because of their recent decision to grant a use permit to the Arthur B. Siri Company for its proposed gravel operation on the Russian River so. of Healdsburg. You will recall how we went into detail in a recent news article about how the Board of Zoning turned down a use permit and the appeal would go before the Board of Supervisors. We asked you to make personal contacts or write letters in hopes that the Supervisors would reverse the decision of the Board of Zoning. Well, whatever happened, and whatever was done, it worked and permission has now been granted.

Russ Swanson

The foregoing is just one example of what can be done when you make your wishes known to any of the governing bodies who have to do with issues affecting the area which has to do with your employment, whether it be your Congressmen, Senators, As-

semblymen, School Boards, City Councils or Supervisors, just to name a few.

It appears now that many conservation groups will be in opposition to the proposed P. G. & E. Atomic Power Plant to be constructed in Mendocino County just north of Point Arena. We in Sonoma County were prepared for a considerable amount of employment at the Bodega Bay Power Plant, but just when it seemed as though it would become a reality all of the conservation groups put in so many protests and created so many issues that the P. G. & E. Company had to stop all work. Consequently, in a time when jobs are of the utmost importance, it was real bad to lose all of the work opportunities which would have existed if the power plant had been built. DON'T LET IT HAPPEN AGAIN! Write letters, make personal contacts, do something to show your support of the newly proposed power plant near Point Arena.

Meetings will be scheduled, so watch your local newspaper for dates and be sure to attend in order to voice your support of the project — it's a cinch the opposition will be there so it is imperative that we also are represented. We, as Business Representatives, will be there, just as will Les Crane, a Santa Rosa District Grievance Committee Member, who has been

around a long time and knows the importance of presenting your views.

WORK IN THE AREA — A pre-job conference was held with the Peter Kiewit Company in regards to its \$1,200,000 Highway No. 1 road and structure job located near Westport. Bob Sargeant will be the Superintendent and Bob Woods will be the Foreman over the equipment.

We anticipate a pre-job conference with representatives of Williamette, Smith & Adams regarding their four (4) million dollar bridge job at the Warm Springs Dam Project.

The Skagg's Springs Road is to be bid on May 4th and we are looking forward to this job as it is about a five (5) million dollar project and will entail about nine (9) miles of road construction and we anticipate mostly Operating Engineers' work.

The Piombo Construction Company is presently employing about thirty (30) engineers on its road work in conjunction with the Warm Springs Dam. It appears as though with all of the work so far in progress it's a sure thing that the Warm Springs Dam will be in existence some day, but with the main part of the eighty (80) million dollar job yet to be authorized we again ask you to contact your legislators in hopes of speeding up a construction start on the main part of the dam.

INDIAN VALLEY DAM — Proposed and to become a reality — We hope this project will be located in Lake County, some-

where between the Oaks and the Colusa County line, and is expected to be about a nine (9) million dollar job, but don't get too excited yet because even though a lot of ground work has been done there is still considerably more to be done. The present plan is for a \$300,000 access road to be bid between April 15th and May 1st but at this writing we have no positive dates. More on this in the next issue.

It sure look desolate in the former yard of the Guy F. Atkinson Co., located near Cummings. The company lingered a number of years but the slides this winter did not reach the proportion expected, consequently work in and around that area is real scarce and now even their shop has been moved to another project. Too bad, as we have had many engineers employed in that area, not only by Atkinson but by M & K, Vinnell, Kiewit, and Fresno Paving. Incidentally, there is still a lot of work to be done on Highway 101, but no money has been forthcoming — another area for letter writing.

The high rise is "high rising" in Santa Rosa with the Todd-Hathaway Company presently working on the fifth floor of the Bethlehem Tower Building, which will be fourteen (14) stories high when completed.

A. Teichert & Sons will be working, as weather permits, on their Brooktrails Project near Willits, along with a few subdivisions located near Petaluma.

Blasi Construction lucked out, so far, on its Jenner road work

of widening Highway No. 1. The area which has been quite nerve racking is a steep slope where bin walls have been installed, but the possibility of a house (or houses) falling has been with them constantly. However, it now appears that all is well.

A Bodega Bay sub-division is in the making with about two (2) million dollars in work expected to go to bid this season. The Trans-century Company appears to be the developer. More about this next issue.

The recent District Meeting held in Ukiah was very well attended, and even though it lasted over two hours the comment has been unanimous from those who were present that it was one of the most interesting and informative meetings held in our area, thanks to all of the Officers from San Francisco. One order of business was the election of the Grievance Committee members, and once again we find Les Crane, Lansing Kitzmiller and Howard Seacord elected, with no opposition and full support of the members present. Congratulations! It really is deserving, as the entire Grievance Committee meets every Thursday evening in Santa Rosa and the Committee has been, and I am sure, will always be, real conscientious, not only in their attendance but in the decisions they are required to make.

Remember — we meet at the Labor Temple in Ukiah every Wednesday morning, between 8:00 and 10:00, to answer most any of the questions you may have.



WHERE THERE'S SMOKE, there might be fire and recently a faulty electrical connection in the office of Local Union 3 Business Manager drew the instant attention of San Francisco's Smokey Joes who successfully pinpointed the danger that was quickly corrected by the electrician.

Top Mountain Man Is Local 3 Brother

By MARY KELLY, Feature Writer

Wild-haired and bearded, jubilant and hungry, after climbing a mountain for 27 days and nights, Brother Warren Harding and his climbing partner Dean Caldwell, whooped it up on top of El Capitan in Yosemite National Park, celebrating the climax of an "impossible" climb — getting themselves and their equipment up the granite face of the Wall of the Morning Light, 3,400 feet from bottom to top last November.

That's right — THE Warren Harding who refused to be 'rescued' from that sheer granite wall — THE Warren Harding, interviewed on national television with Dean Caldwell after the climb — THE Warren Harding, a new star in America's line-up of folk heroes — is a Brother Engineer. He's been a member of Local 3 for many years, working for A. Teichert & Son of Sacramento as a surveyor. Brother Harding's daring adventure and success will surprise his brothers little, since Operating Engineers are expected to do the impossible — but consider this. Harding, 46 years old, still suffering a stiff leg after being hit by an auto, and his 27 year old partner, climbed a mountain using a route never before tried, up a sheer granite wall (picture a skyscraper with no windows, no ledges, no footholds), hauling 300 pounds of equipment, drilling holes for placement of their pitons in the wall as they ascended, eating and sleeping for nearly a month while suspended by ropes 2,000, 3,000 feet up, then, because the climb took longer than they had planned, running out of food and drink, facing a winter storm, and fending off the worriers — people who wanted to take them from their precarious position by helicopter before they could complete their climb. But no, they finished their ascent by themselves, and, as they went over the top, there waiting were photographers, fried chicken



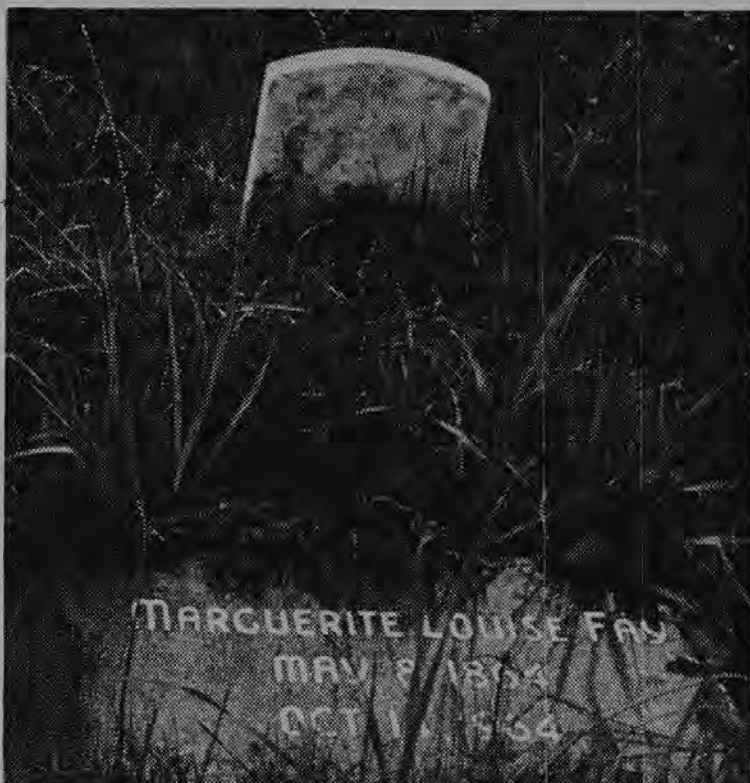
HIGH STEPPER, BROTHER WARREN HARDING, looks up at his goal — the top of the mountain — that he and partner Dean Caldwell accomplished last November to the accompaniment of nationwide publicity during the last days of the nearly month-long climb.

★ ★ ★ ★ ★

and champagne, and Brother Harding's young mountain-climbing girl friend to kiss him hello.

Answers to the obvious question — why did he do it — remain in the thoughts of Brother Harding, but he plans to do it again, and again, this time in South America. What can we say? GOOD LUCK!

JAS Plays Vital Roll in Career Expo



NOT ALL HARDHATS want to pave the world, many being hunters, fishermen and lovers of the great outdoors long before it became a part of the life style of the Now Generation. Case in point is the effort being made by Local Union No. 3's Pension Trust Fund on its Rancho Murietta properties at Sloughouse, California, where every effort is being made to preserve historic sites attributed to early California origin. Many VIPs visit Rancho Murietta Training Center and one of the high points of such visits is a tour of the historical sites, some of which are shown above. At top left (l. to r.) Drew McCall, RMTD Director; Gale Bishop, Nevada Apprenticeship Coordinator; Pilot Jimmie Dunlop; Ralph Conroy, Associate Director for Program Management, Job Corps;

and Jerry Helms, Helms Construction Co., take a look at some pestle diggings now the subject of study by Sacramento State College. Photo two (right) shows remnants of an old adobe blockhouse said to be part of the tiny spread that the infamous bandit Joaquin Murietta built to house his mother. Photo at lower left shows headstone in pioneer graveyard that attests to the longevity of one Marguerite Louise Fay who lived to the ripe age of 100 years. While part of the old natural-rock-constructed chimney of the former Senora Murietta stands at right. Job Corp's Conroy was visiting the Ranch in connection with a similar program of Federal-State sponsored training now being studied for Clear Creek, Nevada.

Stockton Next Stop In Series

by CLEM HOOVER

The Operating Engineers Joint Apprenticeship Committee participated in the Career Expo during the month of March, held in Sacramento at Cal Expo. Career Expo, for those not aware of it, is the same as a High School Career Day, only on a huge scale. We use the facilities of Cal Expo to set up booths from different trades, professions and occupations to allow the High School students from schools throughout the Sacramento area to obtain information about the various trades, professions and occupations. The students are brought in by bus from the various schools and are given two choices on which trade or profession they desire information. Representatives of these trades, such as Operating Engineer Apprenticeship Coordinators, are in the booth to give the students this information. The booths were open two nights of that week from 7 p.m. to 9 p.m. to give parents and students the opportunity to consult with the representatives for additional information. A similar career guidance program will be held in Stockton as well as other parts of the state during the month of May, at which time we also participate.

This is one type of the many community public relations services the Apprenticeship Program offers in the various areas. Among some of the others are the individual high schools that have their own individual career days. We are also busy on the exhibit for the California State Fair to be held in August. It is always a pleasure to see and visit with the many interested persons that drop by the booth.

Apprentice Meetings Set Future Course

By CLIFF MARTIN

Servicing the Eureka, Redding and Santa Rosa areas, I had the pleasure of representing the apprenticeship program at the Ukiah District Meeting where I met a number of old acquaintances, although the flu bug had me. The weather was miserable but there was a full house and it was one of the most informative meetings I and the members have ever attended.

An apprentice (one who is learning by practical experience under skilled workers, a trade, art or calling) can gather a tremendous amount of knowledge by participating and attending these District Meetings as the Union certainly has a direct interest and a responsibility for training an Apprentice. On-the-job training is shared equally by management and labor but the Apprentice can learn the skills of the trade only with the help of the journeymen he works with on the jobsite.

Local 3's Affirmative Action Program Continues to Fullfill Its Vital Function

By BILL GAINES

With the advent of the newly available space in our Engineers News, it occurs that possibly there might be some positive interest in the whole area of our operations served by the Affirmative Action Program.

You are of course all aware of the government's interest in increasing minority representation in the building trades. This interest on the part of the government seems to be growing steadily and involving more and more people. Also growing steadily therefore is the number of situations where jobs have been shut down and/or held up by the government all because of some oversight or violation of required affirmative procedures and policies.

It is important to understand that all contracts for any jobs where there is Federal Dollar Participation have special affirmative action requirements built into the specifications. A mere generous statement of an affirmative action "plans" and/or "intentions," is no longer sufficient to keep one eligible to bid or to be granted contracts that include Federal participation.

Under the farsighted leadership of our Business Manager Al Clem and our Apprenticeship Program Administra-

tor, Danny O. Dees, we have done rather well in this regard and thus far have been able to meet all the affirmative action requirements with a minimum of difficulty.

It is important that we continue to stay abreast of all the developing changes in contract provisions so that we may make the necessary adjustments and continue to fulfill our responsibilities.

It is unfortunately true that we have for the past several years experienced considerable difficulty in locating and keeping qualified minority persons in our industry. It has been necessary to continually develop new methods and procedures to meet the ever changing requirements of agency contracts.

In all situations our goal is to meet all requirements involving equal opportunity and affirmative action through our existing apprenticeship rules and procedures with no displacement of members and with no interference with their work projections.

It is hoped that some of the specifics of the overall affirmative action effort will be of interest to you and that it can be communicated to you through a future column in this newspaper.

Apprenticeship Notes

By DANNY O. DEES,
Administrator, Joint Apprenticeship System

Our Apprenticeship Notes appearing in the Engineers News came as quite a shock and surprise to a lot of people. We have had many, many calls as well as many letters commenting on the editorial and asking a variety of questions about apprenticeship on subjects not covered in our first news issue. In this issue, we are going to touch on two of the subjects which received the most questions and we are addressing this to the man who is a trainee, whether he is a journeyman or an apprentice.

The first question which seemed to be the most important was "Why don't we get more time on a piece of equipment?" In trying to answer this, we can say we do know that the formula we started out with at the training center is not doing the job we hoped it would do. This formula, made up from experience gained at Camp Roberts at the beginning of our program, was to assign ten trainees to each instructor. This did not prove to be a sound method for giving the trainee the time allocated on the piece of equipment with the instructor to whom he was assigned.

It has also been difficult for us to control the number of trainees who signed up for one particular area of training on certain pieces of equipment. Often there were more trainees than we had instructors or equipment for, which forced us to use a greater number of trainees on one piece of equipment. This cut down the length of time a trainee had on a piece of equipment. Finally the number of trainees increased to the point where we had to assign the overload to related training areas on related pieces of equipment. But in doing this, we knew it would increase the trainees' skills in relation to the area in which he wished to be trained. This would increase his knowledge and also his employability, which in turn would give him the opportunity to lengthen his hours of employment, thus increasing his earnings per year.

We discussed these problems, on behalf of the Joint Apprenticeship Committee, with the Business Manager of your organization. We then took it up with the co-chairmen and the Trustees of the Affirmative Action Trust Fund at the meeting held for presentation of our new budget. At that time we were allowed an increase in our budget to add more instructors.

Beginning April 1st, we are assigning more instructors to the Training Center, which will lower the number of trainees assigned to each instructor so that each trainee will be able to spend more time on the piece of equipment on which he wishes to be trained.

By adding more instructors, all the problems we have had will gradually be solved. And if you wish to be trained in areas other than what you signed up for, a request can be made to the Director of Training and you can still receive your additional training.

The second question asked, in order of importance, was, "Why is so much emphasis placed on production?" To answer that, we must ask ourselves, "What is Training?" Training, as we know it, is the learning of new skills in the apprenticeship and retraining fields, and the actual production is the end result of that training.

We know at the start of training on a new piece of equipment that the trainee's production is low until he becomes acquainted with the equipment and until he does have more time for practice on the piece of equipment on which he is trying to increase his manipulative skills. We can only measure the amount the trainee has actually learned by his production.

So the instructors and those of us in the business of training can only make an intelligent decision on how well an individual is trained by the amount of production or the increase in production in any given period of time. Consequently, the instructors are requested and advised to produce all they possibly can during the day with the number of trainees assigned to them so that we may measure the increased skills of those trainees worked with during that given day.

It is vitally important for us to know that when a trainee has finished his training period he will have the full capability of being able to produce enough to work for any contractor to whom he may be dispatched. If we can not be sure he has the capability of production, we are selling the trainee short by releasing him at the end of his training period without being able to tell him what his productive skills are and what he can expect when he returns to the employment center.

All this may sound like it only applies to the journeyman who goes to Rancho Murieta Training Center for upgrading, but it applies to the Apprentice as well. The difference between the journeyman and the Apprentice is that the Apprentice must be trained in the areas of work processes as covered under the Standards.

It is our sincere hope that both apprentices and journeymen will take advantage of the opportunity your Business Manager and officers are fighting to give you. They will not allow anyone to abuse any of the members in any way whatsoever by not giving them the kind of training or upgrading they need and want.

The whole purpose of the Rancho Murieta Training Center is to improve knowledge and productivity so it will increase the earning power of each of you who attend it. It is set up for your sole benefit. It is the right answer for all those in the industry who want to forge ahead in these competitive times.

Driver Program Due at Murieta

By JACK McMANUS

Do you realize that training extends to your driver's license as part of your job? Recently through the good offices of Mr. Robert Cozens, Director of Motor Vehicles, a meeting and inspection tour was arranged at Rancho Murieta Training Center for the express purpose of developing an approved driver training course.

Mr. Danny O. Dees outlined the needs of the industry to the California Staff people and after thorough discussion, the Department of Motor Vehicles agreed to outline a driver training course that will hopefully become a prototype for driver training in our industry.

The Operating Engineers have always been proud of their knowledge and ability in transporting long, high, wide and heavy equipment with complete safety over our highways. This is another step forward in the efforts to keep abreast of ever-changing construction needs.

This means that you will be able to obtain a Class I California Operator's License with endorsement at an approved training course taught by experienced instructors that not only instruct to the required minimums but to the maximum knowledge available. To be examined by competent examiners who have been exposed to our problems. Everyone has the same goal—safety on our highways and all who use them.

JAS Booth To Job Fair

By JOHN THORNTON

SCHOOL IS OUT for the summer for Utah apprentices. Final semester tests were held April 6th.

Related training classes have been completed for the 1970-71 semesters in both Salt Lake and Provo Trade Technical Colleges.

Appreciation from the J.A.C. and administration staff goes to the four instructors who displayed such dedication, not only to the related training, but to the Apprenticeship program as a whole. They are: 1st and 2nd period instructor, Kent Burch, Utah Technical College at Salt Lake City; 2nd and 3rd period instructor, John Larson, Utah Technical College at Salt Lake City; Surveyor instructor, Almie Moulton, Utah Technical College at Salt Lake City, and Dewey Lund, who handled the apprentices in Provo and Southern Utah, at Utah Technical College at Provo.

The Salt Lake Chamber of Commerce has invited Operating Engineers J.A.C. to participate in the "Job Fair" to be held at the Salt Palace in Salt Lake City on April 20th. Our booth will be set up with displays and information regarding apprenticeship opportunities. High school students will be bussed from the various high schools throughout the area to see the various exhibits.

JAS News

VOL. 1-NO. 2 APRIL, 1971

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

Scanning The System

By ART PENNEBAKER
Asst. Administrator, Joint Apprenticeship System

Active home area Sub-Committees are a key part in the training of Operating Engineer Registered Apprentices. Whereas the Joint Apprenticeship Committee is the policy making body it would be impossible to function without the local participation of knowledgeable representatives at the home area level.

A Sub-Committee is made up of two Employer representatives and two Local No. 3 representatives. In addition, local school districts supply a school coordinator and the State Division of Apprenticeship Standards provides a consultant. The latter two participate with a voice but no vote.

The Sub-Committee is constituted with a chairman and secretary and records all its business, recommendations and decisions in its official minutes. The minutes are forwarded to the Administration Office and presented to the Joint Apprenticeship Committees for review and final action.

A typical monthly business meeting might be concerned with items such as: Reports from consultants on new laws and regulations concerning the Division of Apprenticeship Standards and the School District; appeals by Registered Apprentices from decisions made by the Sub-Committee or JAC; review of apprenticeship records for each Apprentice to be advanced; special considerations of Apprentices required to attend the Sub-Committee in person; review of Registered Apprentices automatically removed; review of Registered Apprentices automatically suspended; disciplinary hearings; transfer of Apprentices from other Local Union programs. Every 1000 hours of training requires an evaluation of every Apprentice record.

As we can see, the kind of knowledge that must be relied on must come from persons with understanding of the local work and training conditions and the members of these Committees must be people with great interest in the trainees.

The fifteen Sub-Committees and five JACs involve 142 union, management and consultant persons on a month-to-month basis and this doesn't include regular staff members. With this sort of dedicated involvement it is no wonder that your apprenticeship training program which was begun those few short years ago has developed into the finest in the country.

Praise for Rancho Murieta

Dear Sir:

Once again your genius and dedication has been distinguished in the administrative development of Rancho Murieta.

I have just completed six weeks on blades and never have I felt more grateful and

gratified for an opportunity!

My hat's off to Al Clem, Danny Dees and Aster Whitaker for your great belief in men and progress. I stand with you.

Sincerely yours,
Brother (Carl S.) Judy

Dear Mr. Dees:

In advance of your letter of March 22 Mr. Creswell had informed me of the new plans for apprenticeship training being instituted by the Operating Engineers. Frankly, the idea sounds quite exciting and appears to be a distinct advantage over training classes which have lacked access to the equipment which is relevant to your trade.

May I say that we have appreciated being a part of the training program through the past several years. Personally, I have enjoyed excellent relations with the instructors in this program, and as a college we have attempted to accommodate the classes to the best of our ability.

May I express appreciation to you as the administrator and to the members of your Joint Apprenticeship Committee who have worked with the college in the training program. May I also offer every good wish for your successful training venture in the new Rancho Murieta Training Center.

Sincerely yours,
Ben Sweeney, Dean
Evening Division

Goal: All Apprentices Working

By GAIL BISHOP

This month saw 14 Apprentice Applicants utilize their option to re-apply for entry into the Operating Engineers Apprenticeship Program in Northern Nevada. These re-applying applicants, along with those new applicants who tested this month, have added 22 names to the Apprentice Out-of-Work List. If the current hangup between the Federal and State Governments continues as regards highway construction, some of these applicants will be lucky to see the light of day this year. We are hopeful that with the great concern shown by labor, nationally, this situation will not long endure.

We, in the Nevada Apprenticeship scene, are happy to see that a livable solution to the

Federal work program was achieved and jobs are now being advertised. The group of Apprentice Applicants scheduled to be tested this month is the largest since the program's inception in Nevada some six and one-half years ago. At this writing there are 60 applicants signed up to take the Apprentice Industry Entrance Test. This is in addition to the experienced Apprentice Applicants scheduled to be interviewed. Even though work has picked up considerably, in the past several weeks, there are still many registered apprentices on this District No. 11 Out-of-Work List. We could be fortunate and get all the registered apprentices working this season. This is the goal we are all striving for.

On The Safety Side

By DALE MARR

VICE PRESIDENT & DIRECTOR OF SAFETY



Scientists at the recent annual meeting of the American Association for the Advancement of Science in Boston have called noise pollution a potentially more dangerous health hazard than water or air pollution.

One scientist, Dr. Samuel Rosen of Mount Sinai School of Medicine in New York, warned that millions of people with heart disease, high blood pressure and emotional illness . . . "need protection from the additional stress of noise."

Dr. Rosen adds that noise inflicts "stress, tension, and sometimes intolerable nervous strain. People become irritable, uncooperative and more quarrelsome at work and at home."

For the first time, this year's annual meeting of the Science Association featured a special section on noise pollution. It climaxed a year when thousands of employees working on government contracts became the first to be covered by on-the-job noise regulations under the provisions of the Walsh-Healey Public Contracts Act.

IAM members working for corporations doing at least \$10,000 worth of work for the U. S. Government should report conditions that might surpass the 90-decibel noise limit to their union safety committee or write: Chief, Contract Safety Division, Bureau of Labor Standards, Railway Labor Bldg., 400 First St., Room 406, Washington, D.C. 20210.

What about loss of hearing from air hammers and other noisy machines? This question is often asked.

Repeated and prolonged fatigue of our hearing apparatus by loud noise can lead to loss of hearing. We all know that noise in the home, office or factory can be very tiring. Where noise is kept at a minimum in our surroundings, we work and sleep better and are safe from damage to our hearing.

Since the world is getting much noisier, more attention is being given to the subject by experts. Although there are some things unknown about noise, one fact is certain. Noise can and does cause deafness.

Unfortunately deafness caused by noise on the job begins long before the victim realizes it. That is one of the chief problems in dealing with occupational deafness. The reason for this is that it affects only the high frequency sounds, tones higher in pitch than the human voice. Naturally it doesn't occur to most people that they may be getting deaf until they fail to hear human speech. By that time considerable damage may already have taken place.

When unprotected ears are first exposed to great noise, temporary deafness that ensues is usually higher frequency. The worker may first experience ringing in the ears. With continued exposure, the hearing loss extends to the lower frequencies or pitches, and the worker becomes aware of partial deafness for ordinary conversational speech.

Temporary hearing loss is due to over-fatigue of the hearing mechanism. If the worker is removed to a quiet area, normal hearing will be restored gradually. This happens in a reverse order, with hearing restored first in the lower frequencies, and finally in the higher ranges. Complete recovery takes about 48 hours, after such fatigue.

Sometimes complete recovery is not possible. A lot depends on the individual. We know that the length of exposure is a very important factor and there is a direct relationship between the length and intensity of exposure. If there is re-exposure before there has been recovery, the effect of temporary deafness is greater. In this way what is at first a temporary matter may become more permanent. Recovery is not necessarily complete when a person can hear speech again. Complete recovery means ability to hear the high frequency tones also, which can only be proven by tests. Early recovery is more assured by early transference to a quiet area.

Personal protection against noise is available. Wax or foam rubber ear plugs are sometimes inserted into the ear canal. Ear muffs for highly excessive noise are recommended and preferred. Plugs of various designs and materials are on the market.

Between 1912 and 1970, accidental work deaths per 100,000 population were reduced 2/3, from 21 to 7. In 1912, an estimated 18,000 to 21,000 workers' lives were lost. In 1970, in a workforce double in size, the fatality toll for work accidents was approximately 14,200. The figures, released by the National Safety Council, also indicate that the death totals for the past two years have remained the same. Disabling injuries during 1970 numbered 2,200,000. Total cost, including loss from business fires, amounted to some \$9,000,000,000.

In addition to the 14,200 workers killed while at work, 42,200 died from off-the-job accidents—a death total of 56,400. Work injuries in both kinds of accidents numbered about 5,300,000.

Recognizing the need to combat the loss of life and severe disabling injuries in the occupational field, President Nixon signed into law the Occupational Safety and Health Act on December 29, 1970. The law becomes effective on April 28, 1971. This legislation was described by Labor Secretary Hodgson as "the most significant legislative achievement of the year, perhaps for the decade, for the American worker." The National Safety Council has supported this action, from its introduction in Congress nearly three years ago, and President Howard Pyle expressed the satisfaction of the Council with the final version of the bill.

See MORE SAFETY SIDE Cols. 4 & 5

Dirt Now Moving On Many More Stockton Projects

By Walter Talbot and Al McNamara

H. Earl Parker of Marysville has been awarded the contract on approximately nine miles of new alignment of Highway 4 from Copperopolis to the Stanislaus County line. At this time, the clearing is about completed, and the dirt moving phase of the contract should be well underway.



Walter Talbot

Rolland Sutton of Vallecito has punched in a few roads to the Great Lakes Development project near Camanche Lake for prospective buyers. When the weather permits, and the ground dries, the site preparation, streets, utilities, etc. will get underway in earnest.

A. Teichert & Son was low bidder on 5.2 miles of earth channel improvements and related work on lower Mosher Creek Channel from Don Avenue to the west frontage road bridge at U.S. Highway 99 north of Stockton. Bid price was \$370,259.00.

Robert L. Helms Construction Co. of Sparks, Nevada has apparently negotiated a contract with U.S. Lime Co. of Sonora to crush dolomite at the Lime Company's quarry out of Columbia. The job is expected to last about five months. Previous crushing contracts for the Lime Company were done by Wells Cargo Co. of Reno, Nevada.

Murphy-Pacific Enterprises is now hauling fill material to the north end of their project on Interstate 5, from a borrow pit on Union Road. This borrow pit will not provide enough material to complete the job, and at this time no one seems to know where the balance will be obtained.

Bids are expected to be opened March 29th jointly by the city and county to extend March Lane from Pershing Avenue westward to the freeway (Interstate 5). Estimated cost is \$227,000 for the two lane road with a four lane thoroughfare to be constructed at a later date. The second major North Stockton link with the West Side Freeway will be the westerly extension of Hammer Lane, which is not expected to be bid until after July 1st.

Alex Spanos, a Stockton apartment house developer, has a \$4 million apartment development started at El Dorado and Hammer Lane in Stockton. Although the developer will sub-contract all the work done by operating engineers, it should keep several employed this summer.

A. Teichert & Son of Sacramento will be laying sub-base material for their section of Interstate 5 before this article reaches the press, in preparation for the concrete paving that is expected to start early this summer.

The Learner Co. has completed their new scrap yard at the Port of Stockton. The company purchased two new American cranes, one locomotive and one pedestal, to handle the car shredding facilities, that are also new.



By GUY JONES

At Oakland outer harbor, Utah Dredging Company started their job on the first of April. This dredging job comes in the pre-job figure. There is some two months or more hard digging for dredge "San Mateo" and it will run three shifts — six days.

Western Pacific Dredging has been given extra work from the Corp of Engineers in the Rio Vista area on the Sacramento River. The dredge, "Pohlemus" is dredging this job.

Shellmaker Dredging was low bidder on the job for Corp of Engineers on the Santa Cruz cleanup job. Dredge "Explorer" will do this job.

Smith Rice will be doing a small dredge job for Todd Shipyard. Clamshell dredging is slow at this time.

Olympian Dredging has its "Monarch" tied up at Rio Vista where she is being repaired. The "Neptune" and the "Holland" are also tied up there but should be ready to go shortly. The company expects to be back at Coyote Point Yacht Harbor soon to complete their job there.

Leslie Salt Dredging is working around the bay on two shifts — maintaining its levees.

Healy Tibbetts are working their Oakland Airport levee project. When all the dikes are set up there will be another contract let to dredge material for the 747 jet runways.

San Francisco City dredge "No. 4" has ample waterfront work for the Port Authority to keep two shifts going throughout the year.

Kiewit Dredging have converted their dredge "Sandpiper" back to a hopper dredge and will be hauling sand for their Pier 92 job site in San Francisco.

cisco. They have added their dredge "Sentha" on Clamshell dredging and their derrick barge "YD" is piledriving.

West Coast Dredging have been busy on their delta Mandota job. This job was done by dredge "Yuba No. 1."

Great Lakes Dredging is repairing in their Alameda yard.

Huge Dump Barges Being Built.

Bay Shipbuilding Corp., a subsidiary of Manitowoc Shipbuilding Inc. is building two large split hull type dump barges. They will have a carrying capacity of 4,000 cubic yards each and are said by the builder to be 235 feet long and will have a beam of 53 feet.

They will operate with Great Lakes Dredge and Dock Company's modern dredges. Delivery is scheduled for mid-summer. Designed by Manitowoc Shipbuilding, the barges are split longitudinally at the center line and hinged at each end near the deck. Hydraulic cylinders located near each end control the opening and closing of the hull during the dumping operation. The unique Manitowoc "Hydro-Dump" design takes advantage of the natural tendency to open under load and close by buoyant forces when empty.

Best wishes for a fast recovery for Brothers Lawrence Menke and William Joseph who were injured in an industrial accident on Peter Kiewit job on Pier 95 in San Francisco, and Stan Saloni who was injured on Shellmaker Dredging job in Santa Cruz.

Our deepest sympathy to the family of Richard Larsen who was killed in a Santa Cruz industrial accident while working for Shellmaker Dredging.

We Get Letters!

Dear Mr. Clem:

Have just spent six weeks at Rancho Murieta Training Center and I would like to make a few comments about this facility.

This in my opinion is the finest thing that has ever happened to the Operating Engineers. The Operating Engineers should be eternally grateful to you for this and the many things that you have done for them since you became the Business Manager.

With men like Keith Evans, Whitey Orr, John Misener, Glen Mulowney, Bill Squibb, "Windy" Wendle, Jim Reeves, Jack Stouffer, Bob Middleton, and of course, many others whose names I do not know, this is bound to be a success as these men are all tops in their field. In my many travels, I have not found better qualified men than these.

I have known Mr. Whitaker for a long time and he too, is tops in his field. I have nothing but high esteem for him and I am sure that men of Local 3 all feel the same way as I do. Mr. Peterson, or "Pete" as we came to know him is a fine person, too. I am thankful to him and Whit, both for treating me so well.

Anyone who has not benefitted from this training, just cannot be helped in any way, anywhere.

I, sir, thank you for having made all of this possible for myself and the members of Operating Engineers. I am sure that this will be famous all over the country in a short time. Other locals will be adopting the same ideas.

Fraternally,
Nicholas C. Rodgers

More 'Safety Side'

(Cont. from Cols. 1 & 2)

Under the Act, the Secretary of Labor is directed within two years to publish specific Federal standards promoting occupational safety and health. The Act covers workers in all companies engaged in interstate commerce, or some 55 million workers. Most of these concerns have been subject only to state regulations in the past.

Members of the National Safety Council staff are working with Labor Department officials in studying ways to implement the provisions of the Act.

Retired Brothers, Wives Enjoy Meeting

★ ★ ★

By HAROLD HUSTON,
District Representative and
Auditor

OROVILLE GETS HUGE TURNOUT FOR RETIRED ENGINEERS AND THEIR SPOUSE MEETING—On Tuesday, March 9, 1971, the Marysville District held its second meeting at Oroville with the good brothers and their lovely wives who are retired and drawing their pensions. Your Business Representatives in this district

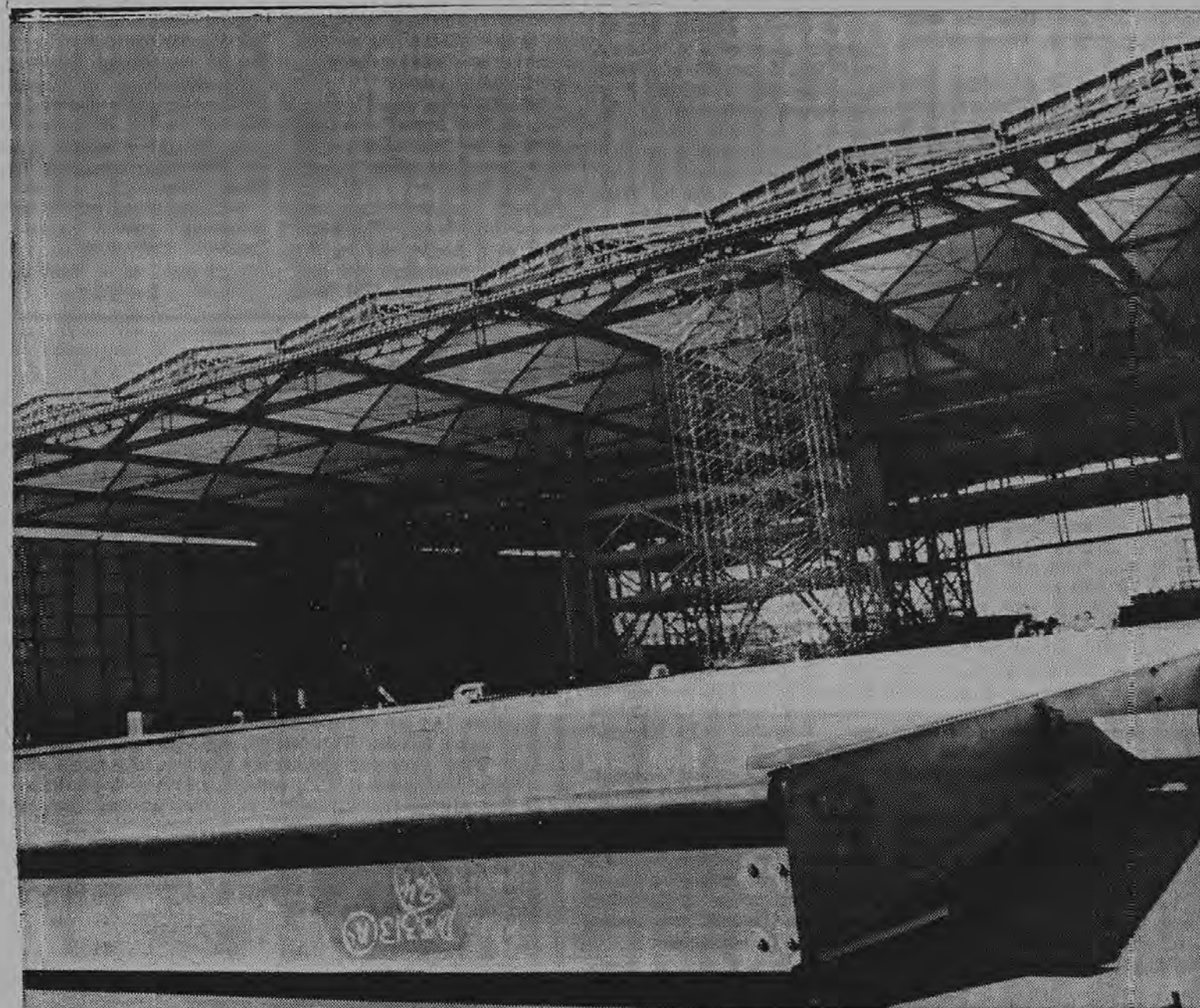
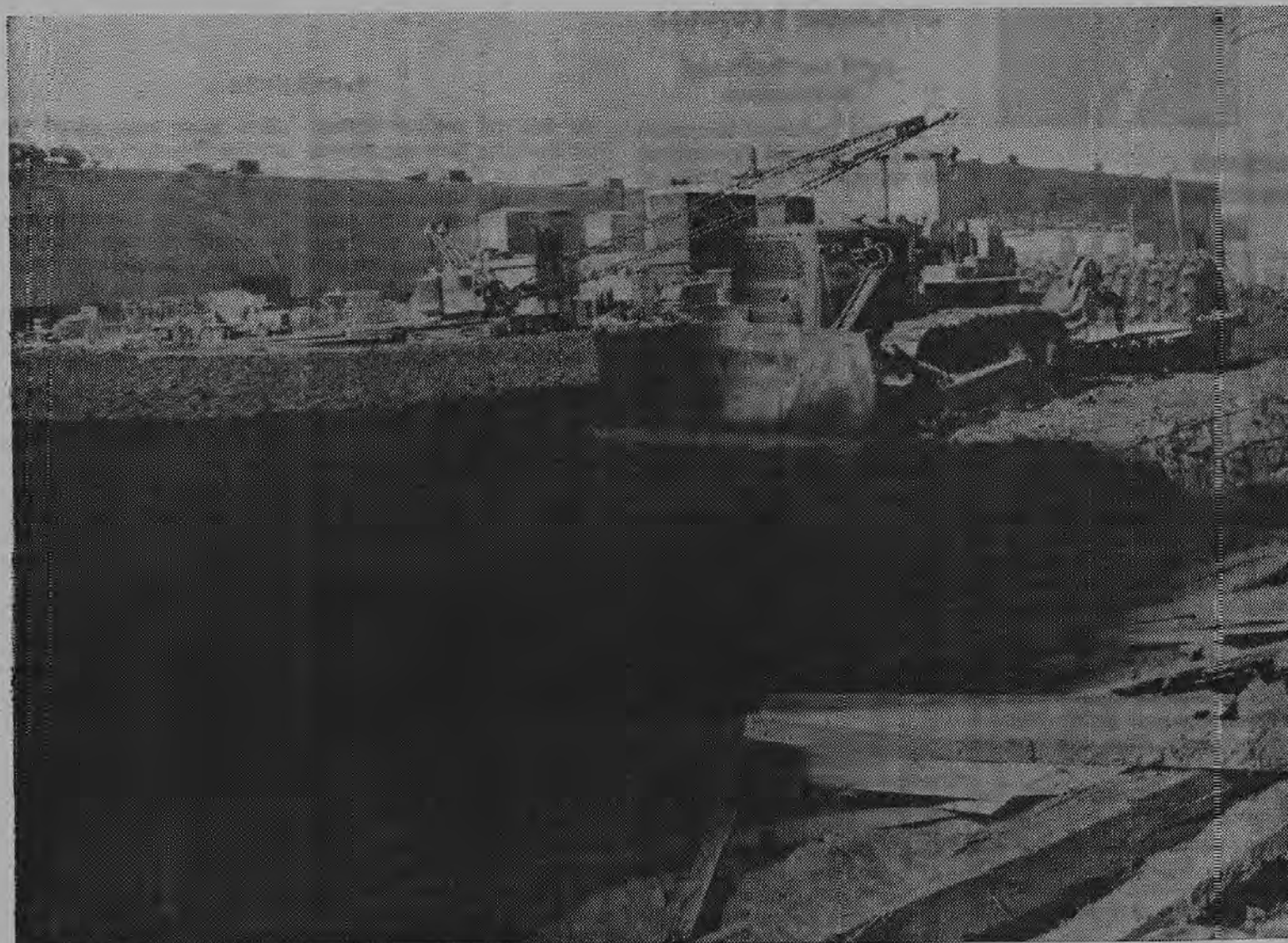
are extremely proud of the crowd of 188 persons who attended this meeting. The large attendance looked like one of our semi-annual meetings held in San Francisco. At the first meeting held in Marysville on October 1, 1969, 175 persons were in attendance. We hope these meetings will continue to grow in turnout, and the great enthusiasm will never slacken.

Many of the brothers and their wives expressed their appreciation to Business Manager and International Vice President Al Clem and the rest of the officers for the outstanding job that has been done under his leadership in negotiating the bountiful benefits they now receive. Brother Clem does know that he can always count on the Retired Engineers one-hundred percent support which you have always given to him in the past and will continue to give to him in the future.

Brother Jim Jennings explained to the group the many benefits that have been negotiated for them over the past years, and how to use these benefits. Current booklets and forms covering the benefits were given to all present.

Mr. John Glasky, of the Pension Department, from the Trust Fund Office in San Francisco gave an excellent report on the Pension Plan and answered all questions that were asked. Mr. John Sweeney, Administrative Assistant, from the Trust Fund Office gave a report on the Retirees Health and Welfare Plan. Also explained the procedure to follow in filing a claim, and how to read the copy you receive which is an explanation of a payment the Trust Fund has made in your behalf to a hospital, doctor or clinic as indicated or to you for benefits you didn't assign. The "billed amounts" represent the incurred. The "paid amounts" represent the payments your Health & Welfare program was able to make in accordance with your schedule of benefits. If your total expenses exceed the benefit provided by your program, the excess of the "total billed" over the "total paid" must be paid by you. Sweeney reminder those present at the meeting these Health & Welfare benefits are the result of the collective bargaining agreements that Operating Engineers local No. 3 has negotiated in your behalf. The Health and Welfare, Pension, Eye Vision Care Service, Paid Prescription Drugs, Medicare Reimbursements, and many other beneficial programs are made possible by your continued support.

See MORE MARYSVILLE Page 11



NEW 747 Jet Hangers at San Francisco International Airport keep a number of Local Union 3 Brothers busy. In the top photo, ground preparation is accomplished on the extension of United's hanger. Herrick Iron Co.'s crane in the background is operated by Brother Tommy Catlino, with Brother Virgil Atkinson, oiling the 4000 W. Manitowoc 150 ton crawler which is now laying on the steel. Haviside-Hasting Co. did the sub on the grading with Bob Fontana Co. doing the actual work. Brother Marion G. Jerry Hayes is operator and Brother Charlie Crabtree, oiler, on the 3900 Manitowoc. Local 3 members with Testing & Controls Co. doing the inspection and testing work are Brother Tom Ryan, inspector on structural steel and Brother Dick Snodgrass, concrete inspector. A nine million dollar job, Huber, Hunt

& Nichols, Inc. are the prime. Second photo shows one of the giant hanger doors that will be hoisted into place as completion of American Airlines' new 747 hanger nears completion. Local 3 members on the job include: 4100 Manitowoc operator, Jay Miller; Oiler, Al Boyack for San Jose Steel Co.; Buck Hoist Operator, Hank Thompson for Swinerton & Walberg Co.; Man Hoist Operator, Gene Killian for Swinerton & Walberg Co.; Fork Lift Operator, John Gelfond for San Jose Steel Co.; Fork Lift Operator, Antone Orazem for Ferguson Door Co. and San Jose Steel; Compressor and Generator Operator, Jim Tredway for Swinerton and Walberg; Compressor-or-Welder Operator, Ernie Miller for San Jose Steel Co.

More Marysville . . .

(Continued from Page 10)

port of Local 3, its officials and its electives.

Brother Jeffrey Leith, Research Coordinator of the Operating Engineers Local Union No. 3 gave a detailed report on Voluntary Organization of Tax-paying Engineers (VOTE), and also gave to all present at the meeting a card to fill out if they would like to receive VOTE VIEWS and be notified of future VOTE meetings.

Mr. Ray Kyono, manager of the Marysville Social Security office, was not able to attend, but assured us that his complete office staff, including himself, are available anytime any one of you have a problem with which you need help. We urge all of you to feel free to take advantage of his offer. We appreciate the help already extended the many brothers in this district.

Brother Harold Huston, District Representative of the Marysville office expressed his appreciation to all the brothers and their wives in attendance. He explained that he had been happy to have helped most of the Retired Engineers present at this meeting, at the time they applied for their pensions. Also, the complete staff of this office will assist you at any time you have a problem you feel that we can help you with.

At the conclusion of this meeting the Business Representatives of this District served fresh doughnuts and hot coffee to everyone. We plan to alternate the meetings back and forth between Marysville and Oroville. Also in attendance at this meeting was your Executive Board Member, Brother Jack Slade.

THANKS AGAIN TO ALL THE BROTHERS AND THEIR LOVELY LADIES WHO MADE THIS MEETING SUCH A SUCCESS.

By ALEX CELLINI,
Business Representative

WEST SIDE NEWS — Work has started to move in the area. Granite Construction's project between Williams and Maxwell is in full swing moving dirt and getting some area ready to start with lime treats and some base rock. Judd Drilling has had a drilling crew drilling holes for Western Pacific to drive piling in for bridge and overpass structures. Also on this project Polich-Benedict has three crane crews working pouring concrete and lifting materials for forming bridges and overpasses.

At Chico, Fredrick-Sundt has their job underway keeping seven of our Brother Engineers busy. Continental Heller's project has had a lot of concrete pouring with Brother Doc Coykendall operating crane and Brother Franklin Callahan oiling for him. Brother "Bud" Anderson is on the forklift and Brother George Neely on the tower Crane.

Paradise Pines development is again underway. Murry McCormick has three survey crews busy staking streets and property lines. Triangle Engineering has had five rigs grubbing and clearing. Butte Creek Rock has the dirt work building roads plus surfacing the roads. This, by the way, is all new work. Plumas Contracting Company is working putting in culverts for drainage and should have their rigs back in the dirt in short order, weather permitting.

Many thanks to Job Steward Bob Newvine of Butte Creek

Rock for getting Brothers Jerry Chamberlin, Eddie Fox, Les Christman and Jim Aldax together to donate blood for Operating Engineers Blood Bank. Also thanks to Brother Mickey Musgrove of Mickey's Dozer Service in Paradise for donating blood to our bank.

By DAN SENECHAL
Business Representative

Lots of water and snow is still controlling the work picture east of the Feather River and the mountain country.

Sutherland Construction Company of Auburn have moved their portable shop in and moved most of the iron that will be needed to start their new job on the Marysville Road near Bullards Bar Dam. When the road is finished there will be a new safe, badly needed, road from the east side of Bullards to Camptonville on Highway 49. This work will be completed late next Spring.

About two miles of Route 49 in Sierra County will be reconstructed, according to bids being called for by the California Division of Highways. The reconstruction will include widening and realizing portions of the two lane highway between 0.6 miles west of Ramshorn campground (about six miles west of Downieville) and 0.4 miles east of Goodyears Bar. As part of the project, a bridge will be constructed across Goodyears Bar. A total of \$3,000,000 is available for the project, which is scheduled for completion late spring of next year.

Back down the canyon the work is still holding its own. Mile High Deilmann of Colorado are very busy on their freeze wall drilling at Hammon south of Marysville.

Crane operator Bob Marr and Oiler Carroll Jackson have had a busy six months on this project trying to keep their 100 feet of stick and the caldwell attachment going in the hard cobble material at Hammon. The Caldwell is boring a 5 foot diameter hole that reached bedrock at 120 feet. The going is very slow. On a good day they might make 4 feet. The center of the ground that the caldwell unit is boring through is kept frozen by two refrigeration plants that are on a three shift, seven day basis. The Corp of Engineers is using the core samples to determine the stability of the area which in the near future, will be the site of the Marysville Dam.

Tips on UNEMPLOYMENT AND DISABILITY INSURANCE

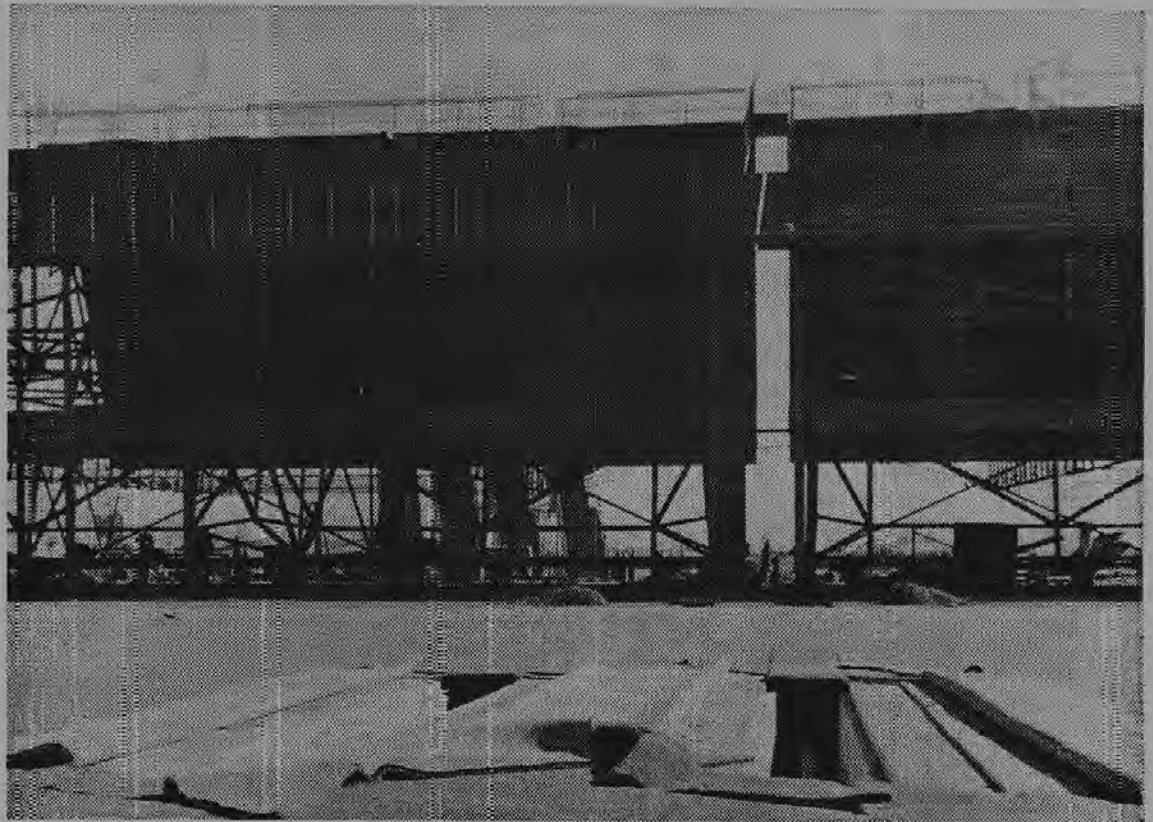
(Any union wishing to have a Dept. man speak at meetings, should contact the nearest office, or George Croda, 800 Capitol Mall, Sacramento 95814. Phone 445-4055.

An appeal to a referee must be filed within 10 days from the date the determination was handed to you or the date a written determination was mailed to you.

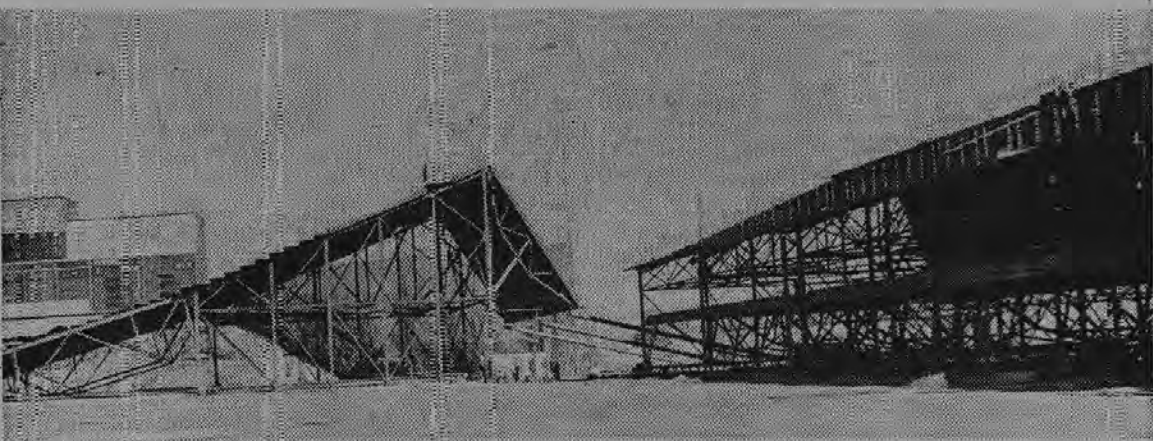
If you were unable to file an appeal within the ten-day period and you believe there was a good cause for delay, you should file it, explaining the reason.

The referee will decide at the beginning of the hearing whether or not your reasons for the delay were for good cause within the meaning of the law.

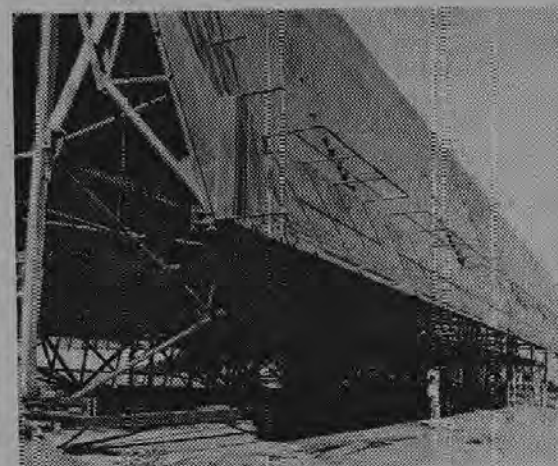
If the referee decides there was such good cause, he will then proceed with the hearing on the determination; if not, he will dismiss the appeal.



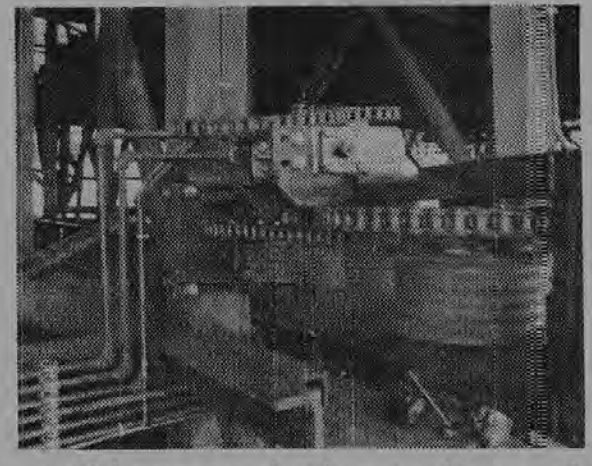
This photo shows the rail, under the turf on which the stands are moved.



The front telescoping unit is moved out by continuous hydraulic winches then tipped into position by hydraulic cylinders. The rear folding unit is raised into position by large hydraulic cylinders and locked into position by steel columns from the rear.



Back side of stands with rear section folded down.



A 20 horsepower electric motor drives a win pump supplying hydraulic fluid at 2000 PSI to each side of each 70 foot wide structure. The hydraulic motors on each side drives this continuous winch to move the structure at will in either direction.

Those Sliding Candlestick Stands Are an Engineering Masterwork

By BILL PARKER, Bus. Rep.

Seven thousand seats at the new Candlestick Park addition are moved 84 ft. out across the baseball diamond to stand beside the new Forty-Niners football field. The seats are on four structures, each structure carrying 1750 seats. At the push of a lever the 150 tons moves slowly across the field.

Each structure is comprised of three units: a front telescoping unit of 19 rows, a main or central unit of 15 rows, and a rear folding leaf of 13 rows.

When the units are returned to the retracted position, the main, or center section serves as the lower deck for the permanent outfield grandstand currently under construction.

In addition, this unique system provides for intermediate stops between the football and baseball positions. In so doing the spectator is afforded the best possible viewing position whether the event be soccer, a concert or any one of the variety of activities contemplated by the management.

The fabrication and erection of these stands was performed by Welding and Fabrication Contractors, Inc. of Wilmington, Calif. The crane work was done by Sheedy Transportation Co. Operator on the rig was Tom Schofield.

Flange Plagued Bryte Bend Project Moves

By D. M. FARLEY

District Representative, and
AL DALTON and AL SWAN,
Business Agents

BRYTE BEND SPAN — The Bryte Bend Bridge project over the Sacramento River, stalled last June after a 60-foot flange snapped in the roadbed, may be completed by summer's end, State Division of Highways estimated Thursday. Surprisingly, the officials are estimating that the construction costs will not surpass a \$10 million estimate made prior to the flange failure.



Doug Farley

When the flange failed — it later was determined to be faulty by an independent metallurgy study — there was speculation that delays might add an additional \$1 million to the project. The project involves two bridges — one for westbound traffic and one for east bound motorists — over the river, linking Interstate 880 with Interstate 80.

In 1968 Murphy Pacific Corp. was awarded the contract after submitting a bid of \$9.6 million. Preconstruction costs boosted that to \$9.7 million. Later it was revised to the "neighborhood" of \$10 million.

Howard Miller, assistant district engineer for the highways division in Marysville, said Thursday, "We're still talking in the neighborhood of \$10 million." He suggested, however, that the possibility of litigation between the state, the contractor and the steel manufacturer could significantly increase the state's cost, depending on the outcome of any court action.

The state probably will sue Lukens Steel Co., a Pennsylvania firm, for supplying faulty steel. The company, however, has contended that the steel flanges supplied for the job met all tests in the factory. The dispute involves about \$250,000 worth of steel, officials estimated last August.

Since August, workers have installed jacking towers on the upstream bridge and bolstered the flanges with steel plates. Work is beginning on the downstream bridge.

Dale Downing, operations engineer for the highways department, said, "Weather is a big factor now. But I think we're making good progress."

OTHER WORK — Campbell Construction is getting an early start on the twelve-story Wong Center Building in the downtown area at 4th and J. The first two floors will contain shops and offices and there will be a total of 187 apartments on the upper floors.

The Sacramento Housing Authority also announced plans for a nine-story apartment building at 13th and E.

Work has started on the \$2.2 million Southern Pacific Truck Terminal on Richards Boulevard. Granite Construction is doing the grade work.

A. Teichert has finally got their dirt spread going on the Interstate 80 section.

G. S. Herrington, Inc. of Auburn submitted the low bid on the new State Division of Highways Maintenance Station at Gold Flat.

The highway facility will be

built in two stages. The first phase consists of grading and construction of the equipment building and facilities for gas and oil storage. The equipment building will be of tilt-up concrete.

Gibbons and Reed has started their dirt spread, so, with a break in the weather, this should turn out to be a real good job for an area that really needs work.

THE MOUNTAIN AREA — At the White Rock Powerhouse, March 23, 1971, after all the work that the Operating Engineers and other crafts put in, an explosion and fire killed two men. The two SMUD operators killed were Arie VanDerhoeven, 40 and Harry Samuel Seibert, Jr., 37. Both of them were residents of Pollock Pines. Tentative cause of the electrical explosion and fire at 9 p.m. was a faulty circuit breaker and its oil-bathed switch.

SMUD information officer, Doug Johnson said it would be several months before the \$30 million dollar plant could be put back in full operation. Lloyd Maxam of the Bennett Murray Co. has his crew working the clock around on the clean-up. This was a dangerous situation due to the poison gas inside the powerhouse unit. We are proud to have a good union contractor in the area that will take on a job of this nature. We also want to thank our brave Fire Department of Placerville for doing such a fine job.

Darkenwald Construction Company has moved out of the Browns Raving Area and at this time are getting underway on the canal with the Gordon H. Bell Company. This job will keep most of the brothers for the Darkenwald Company busy for the rest of this season.

The Iron Mountain Road job is working a clearing crew at this time. R. D. Watson is doing their own clearing and hope to get into the muck moving soon. This job should last till the snow next season. Don Watson is the wheel on this job.

Survey Notes

By MARTY COORPENDER

Another month has come and gone and still we are waiting for the year's work to begin. As we have told you before though, hang on to what you have, as it may be a late year. Some of the firms have called back old hands and a few more are in the process of doing that, but on the other hand, there are a couple of firms that have had a layoff, after going almost all winter where they were able to work.

The work picture still looks good for the year, and especially now that the President has lifted the suspension of the Davis-Bacon. We look for all the work that has been held back to get the "go-ahead," now. We read only today that the Martis Valley master land use plan had the unanimous vote of the Placer County Planning Commission, with a "do approve" recommendation to the Board of Supervisors. This is a 2500-acre development around Martis Valley Dam out of McKee, which should mean work for some of our snow-bound brothers around Lake Tahoe.

Brothers, this tellometer with its electronic measuring system, is really getting into the old ball game, you might say. They have an M-A 100 which has

been used in three big golf matches so far, to measure golf drives using reflectors at the termination of the drive roll.

Down in the Amazon Valley of Brazil, receiving wide use, is the tellurometer MRA-101, obtaining first order work over high humidity, extreme heat, obstructions along line of sight and many other obstacles presented by the rugged terrain. They have also come up with a new hydrographic system for land to sea and land to air measuring operation called MRB-201, an automatic system with digitized nixie tube read-out. More information may be

obtained by contacting me at home or office.

Now, for you moonlighters, or weekenders, or you, who are thinking about maybe your own business in the future, Stanford University has a number of old transits and levels for sale, U.S. made, good price, can be seen and inspected by calling Professor James Douglas, Department of Civil Engineering, Stanford University, Stanford, California 94305. Phone: (415) 321-2300, Ext. 4448.

For a closer, brothers, all who can help build up the Operating Engineers Blood Bank in all areas for all our brothers and loved ones, please donate blood!

Count Your Blessings

Shasta Flood Damage Adds Half Million In Local Work

By KEN GREEN

IT'S A BRIDGE BONANZA — Shasta County's 1970 flood "Disaster" has turned out to be a \$1.7 million boom to county



Ken Green

bridge building and river channel clearing projects. With about \$844,300 in federal, state and county funds, the County Department of Public Works will have replaced old wood bridges and culverts with 11 reinforced concrete bridges by August 15, 1971. And the U.S. Corps of Engineers will have spent \$900,200 clearing river and stream channels of silt and debris left by rampaging rain-swollen waters last January and February.

Without the county's "disaster," the county's bridge building budget this year would have been about \$175,000. The Declaration of the county as an official "disaster area" last winter qualified the county for about \$487,000 in federal money for bridge replacement and road repair projects. Even more federal money may be forthcoming under a new law passed by Congress last year.

Contracts for seven bridges and some road-repair projects have already been awarded. They total about \$483,000.

Contracts for construction of four bridges, estimated to cost about \$174,000, have yet to be awarded. Contracts for two will be awarded next Monday.

Thomas E. Davis Construction Company of Redding turned in a \$44,871 bid Monday for construction of a Brookeoff Meadows Road Bridge at Bailey Creek. The estimate was \$52,000.

A & R Construction of Redding bid \$20,760 for construction of a Statton Road Bridge at Salt Creek. The estimate was \$24,000 and the next closest bid was \$22,833. Both were the lowest of seven bids.

Other "disaster" projects include: \$140,000 worth of "emergency" repairs completed by federal money. About half was for repair of Cove Road in the Big Bend area. The rest was for a "multitude" of small repairs, including a temporary log bridge at Big Bend. About \$60,000 for temporary repairs to the old Deschutes Road Bridge and to

a Platina Road area damaged by a slide. Also fully financed with federal money.

Four completed bridges across Nelson Creek, Hatchet Creek on the Moose Camp Road, Oregon Gulch at Hospital Lane and Oregon Gulch at Kenyon Drive. These total about \$112,338.

Three bridges under contract at Hatchet Creek on the Big Bend Road, Dry Creek on the Old Alturas Road and Churn Creek at Duval Drive. These will cost a total of about \$355,000; the most expensive of all projects is the Big Bend bridge for \$130,000. Two bridges for which bids are yet to be advertised. Expected to cost about \$157,000, they'll be built at Digger Creek on Forward Mills Road and Olney Creek at Texas Spring Road. All projects must be completed by August 15, for the county to collect the federal money secured for the projects.

Preliminary ground work has been started to bring rail passenger service to Red Bluff, making the city the northern Sacramento stop on a federally-franchised line running between Seattle and San Francisco. The National Rail Passenger Corp., commonly called Railpax, would subsidize continuance of rail passenger service and initiate it where it is no longer in use.

The L. T. Anderson Construction Company was the low bidder for the construction of the foot bridge to be built to Dog Island in Red Bluff. The Bureau of Reclamation has dropped the flow of the Sacramento River to below normal to allow construction of the foot bridge. At the present time, the company is driving piling on this project.

L. T. Anderson is also constructing the sewer facilities for the parking area near Corning. Jim Byrn, a local contractor, is laying the sewer line.

Valley Engineers, the low bidder for the sewers project in Redding, at the present time have eight Engineers on the project. Brother Richard Cox, a Foreman for the company, states that this is about the maximum of Engineers for his project. The company has started the project near the dog kennels in Redding and also on El Reno Street on the opposite side of the tracks.

The J. F. Shea Company moved a few brother Engineers in on the Hayfork Dam but found it was still too wet to lay the pipe for the runoff water. It looks like it will be several months before this project can

What's Wrong With Health Care in U.S.?

The AFL-CIO has repeatedly noted that the sad state of health care in America is underscored by the fact that there are:

- Thirty-five other nations where 10-year-old boys can expect to live longer.

- Ten other nations where 10-year-old girls have a greater life expectancy.

- Thirteen other nations where new-born babies have a better chance of survival.

begin as we are experiencing Spring Rains now.

Siskiyou County's major road building projects should be put out for competitive bidding by private contractors, the 1970 grand jury recommended in its final report on Friday.

Private firms could do such jobs more economically than the county because they have newer, bigger and better equipment than the County Road Department, the report said.

The Grand Jury urged that sub-division developers be made to post bonds guaranteeing that sub-division roads will stand up for at least a year after completion.

Career Day Push

By JOHN THORNTON

With the announcement that on the list of March the Apprenticeship Program would be open for applications, we have been deluged with applicants registering for the first test. Many of the applicants have been referred by friends and relations of journeymen and apprentices already in the craft. Many others have been attracted by the publicity the Program has received due to the "Career Days" programs held at the various high schools throughout the State, the Job Fair exhibits and to our Utah State Fair exhibit.

The "Career Days" program is focusing more toward the skilled trades, instead of strictly college preparation as has been the case in past years. In recent months, high schools such as Jordan, Kearns, Hillcrest, Orlem, Granite, Springville, Clearfield and others have extended invitations to the Coordinator to attend their "Career Days" programs and set up displays and explain the Operating Engineers Apprenticeship Training Program.

We wish to congratulate Philip Klingon-Smith, HDR Apprentice, who has completed his training and has also received the "Outstanding Apprentice" Award for Utah for 1970. He is now employed as a journeyman mechanic at Strong Construction Company's permanent shop in Springville, Utah.

Congratulations are also in order for Earl J. Reary G & P Apprentice, who has completed his on-the-job and related training requirements and will be presented a completion certificate at the next Utah Joint Apprenticeship Council meeting.

Kiewit's Devil's Slide Job Full Bore Soon

By TOM BILLS, WAYNE
LASSITER, KAY LEISHMAN
and VICTOR LONG



Tom Bills

Work in the Ogden area has been rather slow this past winter, due to snow and wet weather, and the fact there has been no new construction projects let in the area. We hope, with spring just around the corner, that the State Highway Dept. will let some of the work they are talking about and we can get all the Brothers back to work as soon as possible.

Peter Kiewit Construction Company is trying to keep about 30 Brothers busy between snow storms on their \$3 million job at Devil's Slide. They are presently working two shifts on the pioneer work and plan to get into full swing as soon as weather permits. Brother Dean Braithwaite is looking after the Union's interest as Job Steward and Earl Jolley is Safety Committeeman.

On their \$9 million job at Lagoon, Gibbons & Reed has slowed down considerably due to weather conditions. This job is the largest highway construction project in the history of the Utah Highway Department. With the job only about twenty-five percent complete the Company is hoping to get back in full gear as soon as the weather permits. Between Gibbons & Reed Company and the sub-contractors, they are keeping about thirty-five Brothers busy at the present time. Brother Jack Bona is doing a good job as Steward and Brother Chuck Taylor is Safety Committeeman.

Work in Southern Utah is looking up. One of the most recent jobs awarded is the section of I-15 from St. George to the Arizona border. Thorn Construction Company was low with a bid of \$3,871,910. This section of I-15 will be the final link around Utah Hill. A single shift is planned and they will have about 326 days to complete the job. This will keep quite a few of the Brother Engineers working this summer.

W. W. Clyde Company was low bidder on the excavation work for Utah Power and Light on their new Huntington Canyon power plant. This contractor plans to get started right away and to use two shifts and approximately thirty Operating Engineers.

L. A. Young Construction also has a small job at Huntington on which they plan to start in the near future. They have started work on their job at Circleville Canyon, but due to the bad weather lately they have not made much headway.

S. A. Healy was recently awarded a \$10,971,025 contract on the construction of Layout and Current Tunnels. The job is quite high in the mountains and it depends on the weather conditions just when the job will be able to get under way.

The cold weather has not seemed to bother Burgess Construction from Fairbanks, Alaska on the Soldier Creek Dam project. They have been working a small crew almost all winter.

Ground-breaking ceremonies

for the new 3.9 million technology building on 4600 South Redwood Road in Salt Lake City got underway during February with Governor Calvin Rampton at the controls of the D-9 dozer. The Operating Engineers made the Governor an honorary member.

Poulson Construction Company was low bidder at \$3,025,000 on this new building. The building will be five stories high and include 122,000 square feet of floor space. It will house laboratories, classrooms, offices, a television studio and a library. Completion is scheduled for July, 1972.

Industrial Construction has about three months left on the Dell job. Cox Construction is going full blast on their crusher for the two jobs, one at Low and the other at Burmester.

Building jobs in the Salt Lake City area have made good progress through the winter months.

Terra Construction expects to have some homes built at Stansbury Park by the end of April. Many of the Brothers have purchased lots there for investment purposes.

Some Contracts Move on Highway Work in Fresno

By CLAUDE ODOM, BOB
MERRIOTT, HAROLD
C. SMITH

We are pleased with the large turnout at our District Meeting, and we would like to thank all of those who attended.



Claude Odom

We also had a very nice meeting with the Old Timers and their wives on March 11th. We will be holding more of these.

Contracts totaling \$52,500 have been awarded by the California Division of highways on three projects in the San Joaquin Valley.

W. M. Lyles of Fresno won a \$24,594 contract to modify the Route 33 intersection with the Fresno-Coalinga Road about 11 miles north of Coalinga. A "T" intersection will be provided to give left-turn lanes a greater safety for Route 33 traffic turning onto the other thoroughfare.

A low bid of \$15,599 by the Christopher Construction Co. won a contract to install guardrails on Route 99 at the Biola Junction two miles north of Fresno.

The Oscar Holmes Co. of Menlo Park is setting up the canal slope trimmer on their job of raising the San Luis Canal between Mt. Whitney Avenue and Clarkson in the Three Rocks area. L. D. Folsom of Coalinga is setting up a portable plant to make concrete for the project.

Robert E. Fulton Co. has subbed out the class 3 on their project at Kettleman City to Compaction Unlimited. They have approximately 148,000 yards on the 17 mile job due to be finished this year.

Hubbs Equipment Co. will be moving back up on their job at Sherman Pass in the John-sondale area about the middle of April. They have about three

Dear Sir:

Thanks a lot for sending me the second 25-year pin to wear to work, and the pin to wear for dress on my dress clothes.

I am proud to be a member of the Operating Engineers for 25 years. I have always said we have the best union officers of all the unions and that I am proud to be a part of them.

In all my time I have never worked for less than our scale and most times I have gotten more than I had coming because I always sold my self for more, and demanded what I have coming without causing my union officers a lot of trouble.

I have stayed clear of employers who didn't live up to the union. I want to give Al Clem a hand for backing the members that are right when they get into trouble. He is the most reliable man in our union. Of course, all are good men, but Al can set his foot down when the time is right.

Sincerely yours,
Homer E. Milam

FAIR

He: "I tell the humble and the mighty exactly where to get off."

She: "You must be a high government official."

He: "No, a bus driver."

months work left.

W. M. Lyles has finished the south bound lanes on their job in Cutler and will be working on the north bound side for the next two months. This job was down due to bad weather. They have approximately 27 miles of pipeline from the Pleasant Valley Canal to Coalinga. It will take from four to six months for this job.

In Merced County, the Flintkote Co. will improve a curve on Route 59 near Canal Creek Bridge on a low bid of \$12,309. A. R. Ritchie was awarded a contract of \$19,463 for rental of mudjacking outfits to be used for drilling and mudjacking depressed portions of PCC highway pavement.

Granite Construction of Watsonville was awarded a contract of \$778,717 to construct water pollution control facilities and Fresno Paving Corporation of Fresno was low bidder at \$24,200 to construct dikes and ditches at the City of Fresno Recharge Area.

Baker and Baker at Bass Lake has finished their dirt work and has started the finish work.

F & M Engineering at Boise-Cascade has their full crew back to work on their sewer and waterline job. Thomas Construction will finish behind them and Flintkote can start the paving.

G. H. Ball at the Master Drain in Los Banos is calling back some of the engineers and expect to be back in full swing about May.

Flintkote Co. has moved their portable plant out to Interstate 5 and are stockpiling rock. Dubach has started the finish work on this job. H. E. Graf will start their finish around the first part of April.

The Carl W. Olson & Sons Co. of San Mateo was low bidder on the Madera Sewage and Treatment Plant. Their bid was \$2,959,000. This job will kick-off sometime in April and will be a good job for the engineers.

We Get Letters!

April 4, 1971

Operating Engineers
Local Union No. 3
San Francisco, Cal. 94126

Gentlemen:

I wish to thank the Engineers for the pension check I have just received.

My association with the Engineers has been pleasant and I hope to last a few more years to enjoy the benefits I have accrued.

Thanking you, I remain,
A Loyal Union Member
O. M. Barbre
0385901

Mr. Al Clem, Editor
Engineer News
474 Valencia St.
San Francisco, CA. 94103

Dear Al:

Stanford University is disposing of a number of old

Mr. Al Clem
Operating Engineers No. 3
San Francisco, Calif.
Dear Brother Clem:

I am enclosing an article I wrote in answer to a piece that was put in our paper (Redding Searchlight) on March 5, 1971, that mobilehomes don't pay their share of taxes.

It might enlighten a lot of people and brothers if you could see fit to put it in the Engineers News.

I am enjoying my retirement very much, having spent the last two months on the desert, and am leaving for Canada about May 15th for the summer.

Sincerely yours,
Howard T. Dougherty
P. O. Box 1119
Redding, Calif. 96001

(Ed's. Note: See article below.)

Brother Engineer Says—

Mobile Homes Do Pay

To the Editor: After reading an article in a recent Record-Searchlight I feel impelled to offer some clarification from the standpoint of the mobile home owner.

When a mobile home is purchased, either new or used, a 5 per cent sales tax is paid. This is not true in the purchase of a conventional home.

The mobile home owner purchases a license from the Division of Motor Vehicles. Of this amount \$11 for each plate is kept by the Division of Motor Vehicles for licensing. The balance is known as an in-lieu tax. This in-lieu tax, with the exception of a small fee for administration which is kept by the D.M.V., is divided according to definite instruction of the legislature. In an incorporated area it is divided 1/3 to the city, 1/3 to the county, and 1/3 to the school district. In an unincorporated area it is divided 1/2 to the county and 1/2 to the school district. By this you can readily see that the county cannot keep the lions' share and give a little bit to the schools as indicated in the article.

This in-lieu tax is based on the original sales price of the mobile home and on a scale of depreciation set by the legislature going from 85 per cent of the sales price on the first year to 15 per cent on the 18th year.

The mobile home owner also pays a property tax to the county in which it is located. If he is in a mobile home park a portion of his rent goes to pay the owner's property tax. If he is on private property he pays direct to the county according to the appraised valuation of his property and improvements as set by the county assessor. This in many times is forgotten about in thinking of mobile home taxes. Now as to school children,

transits and levels, all of U.S. manufacture. The thought occurred to me that some of your surveyors in Local No. 3 might like to pick up a used instrument at a good price. I would appreciate it if you would put out the "word" in **Engineer News**, either in "Survey Notes" or the ad section, that these instruments are available and can be inspected by calling:

Prof. James Douglas
Dept. of Civil Engineering
Stanford University
Stanford, Ca. 94305
Phone: 415 321-2300
Ext. 4448

With best personal regards to both of you and Dale Marr, I am

Sincerely,

James Douglas
Associate Professor of
Civil Engineering
Stanford University

I would also like to point out in reference to mobile homes and trailers there are two distinct groups. You will find that any 10-foot or 12-foot wide and all of the doubles have to be moved under permit by a professional mover and you certainly won't find them pulling them from one area to another for two or three months of the year. It is too much work and too costly. The only ones doing this are 8-foot-wides under 35 feet in length which can be towed by the owner, and very few of them can be considered permanent living quarters. Thus they fall into the category of the auto or camper.

Now as to the reference to mobile homes moving on to private property and escaping all taxes, you will find that compared to the number of mobile homes now in use this is a mighty small per cent. When the inspectors are on the job as required by the legislature this seldom happens.

I might add that the mobile home owner is not averse to paying his just taxes but he is getting pretty tired of being continually accused by the uninformed of not paying any. We feel that we are paying fairly and many surveys indicate so.

HOWARD T. DAUGHERTY
President, Chapter 401
Golden State Mobilehome
Owners League, Inc.
Twin View Terrace
Redding, Calif.

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:

Barton, Walter (Rhoda, Wife)	3-27-71
5813 Garibaldi, Sacramento, California	
Batty, Benjamin (Leah, Wife)	1-31-71
General Delivery, New Harmony, Utah	
Brown, Burrell (Arditt, Wife)	2-3-71
169 Beryl Avenue, Salt Lake City, Utah	
Dalley, Clyde (Itress, Wife)	3-10-71
P.O. Box 545, Porterville, California	
Debler, James (Betty, Wife)	3-18-71
226 Magnolia Street, Ukiah, California	
Densley, Kay D. (Janice, Wife)	2-17-71
12921 So. 1700 West, Riverton, Utah	
George, Edward (Elizabeth, Wife)	3-7-71
135 Southwood Drive, San Francisco, California	
Guarin, Joseph Jr. (Louise, Wife)	2-11-71
809 Oakland Avenue, Vallejo, California	
Hall, Donald (Barbara, Wife)	3-2-71
8037 Cork Oaks Way, Citrus Heights, California	
Harris, Ed (Martha, Wife)	3-4-71
605 James Street, Broderick, California	
Huffman, Glen	3-3-71
1063 Elgin Street, San Lorenzo, California	
Joyce, John (Mr. and Mrs. Frederick Joyce-Parents)	3-21-71
1835 Randall Rd., San Mateo, California	
Kawalski, Jay (Mr. and Mrs. Geo. Kawalski-Parents)	3-4-71
184 Catalpa, Atherton, California	
Knight, Luther (Ruby, Wife)	3-11-71
268 So. Maurer, Porterville, California	
Lockwood, Ivan G. (Rosemarie, Wife)	3-21-71
P.O. Box 95, Carlin, Nevada	
Mathews, William (Beulah, Wife)	3-9-71
821 Kern Street, Richmond, California	
Mattos, Kenneth W. (Kenneth W., Son)	3-28-71
Rt. 1, Box 648, Pleasanton, California	
Maxwell, R. D. (Lydia, Wife)	3-19-71
28 Don Court, Redwood City, California	
Morgan, Frank C. (Kay C., Wife)	3-31-70
1242 W. 212th Street, Torrance, California	
Nelson, Jessie (Esther, Wife)	1-29-71
501 West Avenue, Sanger, California	
Perry, John (Vista, Wife)	3-26-71
314 Gallagher, Yerington, Nevada	
Rarey, Earl D. (Helen, Wife)	3-12-71
5 Janice Way, Aptos, California	
Robertson, Evans (Ann, Wife)	3-10-71
2053 E. Bayshore No. 35, Redwood City, California	
Shattuck, Charles (Inez, Wife)	3-28-71
2100 Lewelling No. 31, San Leandro, California	
Silva, Carlos (Mary, Wife)	2-14-71
98-134 B Hila Pl., Pearl City, California	
Smith, Maurice (Parthenia, Wife)	3-16-71
Rt. 7, Box 37A, Hot Springs, Arkansas	
Speyer, Donald (Beryl, Wife)	3-9-71
2917 Lincoln Avenue, Alameda, California	
Storer, Frank (Catherine, Wife)	3-11-71
P.O. Box 357, Pollock Pine, California	
Streitz, George (Donald, Son)	3-24-71
943 Rose Avenue, Pleasanton, California	
Swadley, Glenn (Evelyn, Wife)	3-23-71
709 E. Ramona Way, Fresno, California	
Terry, Bennett (Mae, Wife)	3-9-71
658-12th Street, Oakland, California	
Tucker, Bartlett (Pearl, Wife)	3-15-71
33 Lansdale, San Anselmo, California	
Vizcarra, Frank (Lucille, Wife)	3-1-71
1826 Alfredo Blvd., San Pablo, California	

DECEASED DEPENDENTS

March 1971

Fisher, Betty Ruth—Deceased January 18, 1971
Deceased Wife of Bud Fisher
Hardin, Nora L.—Deceased February 9, 1971
Deceased Wife of Grover Hardin
Herring, Betty Jo—Deceased March 13, 1971
Deceased Wife of Robert D. Herring
Hoisington, Ruth—Deceased March 3, 1971
Deceased Wife of Loren Hoisington
Williams, Agnes—Deceased March 23, 1971
Deceased Wife of Irvin Williams

Nixon Is After Right to Strike

Nearly four million workers in five industries — railroads, airlines, longshore, maritime and trucking—will be stripped of the right to strike if President Nixon gains passage of legislation he has sent to Congress.

Although coming debate on his so-called emergency disputes proposal will probably range far and wide over many matters, the issue at stake is the right to strike, keystone of free collective bargaining, foundation of all gains ever made by organized labor.



CONGRATULATIONS on their reelection to the Stockton Grievance Committee is extended by District 3 Executive board member Merle Isbell (left) to (l to r) Brothers Larry Chapman, Ed Hayes and Gordon Bosley.

"Sandy" Slack On Porcelain In Petaluma

By AL HANSEN

Massman Construction of San Leandro were recently awarded the contract for bridge widening at Richardson Bay Bridge — this job to start approximately April 1, 1971.

Forde Construction was awarded a sewer construction job in Mill Valley recently. Also Earl Gilson of San Anselmo, awarded a sewer construction job in Mill Valley.

Merz Bros. have started their job at Pt. Reyes — part of the road project leading into the National Seashore Park area.

Murphy-Pacific just about buttoned up their San Rafael Overpass job.

Roberts Bros. have been in and out of their Bahia job — also working across the East Bay.

Ghilotti Bros. with quite a few rigs and men working on their job located at San Quentin Road.

Robert Mulloy Excavating with two good sized jobs — located in Mill Valley at Shelter Ridge — the other at Tam Valley, keeping quite a few of the brothers busy.

The Civil Engineers have been picking up work which is a good sign — namely: Engineering Field Services; Murray-McCormick; Site Engineering; Hoffman & Albritton and Art Lang.

Soiland Company, pipelining contracting firm has moved its French built Poclain trench digger to east Petaluma where the company is laying some 2,000 feet of cast-in-place concrete pipe which will serve as a storm drain for future homes. Brother "Sandy" Slack is the Operator scooping out adobe soil to make room for the 72-inch diameter pipeline. Rather than haul ready-made concrete pipe to the construction site, Soiland Company pours wet cement around steel forms after it is brought in by truck. Workers then prepare to dump a load of cement into the large metal bit which slides along the metal superstructure. The wet cement is tamped down evenly around the forms where it hardens overnight. Operators then pull the round metal forms from the pipe, clean them off, and place them in position for the next day's work. Pipe to be poured at the future site of Casa Grande Homes.

DETERMINATION!

Weary motorist says a ticket for overparking has become something of a status symbol. "It proves," he says, "that at least you found a space."

Release Some Funds

(Continued from Page 1)

was of considerable importance was the release of funds from the budgetary reserve established earlier by the President. Three projects are directly affected, Buchanan Reservoir, Hidden Reservoir and the Chester Streams Flood Control Project.

"The release of these funds will mean we can commence construction of the two reservoir projects later this spring, with the major dam contract to be awarded early in 1972," Congressman Johnson said. Additionally, the design work on the Chester project can begin this summer."

Water Development Program Fiscal Year 1972 Budget Second Congressional District

U. S. ARMY CORPS OF ENGINEERS: \$22,185,000

Project	Budget	Notes
Martis Creek Project	\$2,470,000	Complete Dam
New Don Pedro Reservoir	995,000	Final Payment
New Melones Reservoir	16,650,000	Continue Work
Northern California Streams	200,000	Continue Survey
Sacramento Major-Minor Tributaries	100,000	Continue Work
Sacramento Bank Protection	1,710,000	Continue Work
Sacramento Valley Navigation	35,000	Continue Study
Upper Klamath River	25,000	Continue Study

U. S. BUREAU OF RECLAMATION: \$38,203,000

Auburn-Folsom South Project	\$34,150,000	Continue Work
Tehama Colusa Canal & Fish Facil.	1,322,000	Continue Work
Trinity River Division	49,000	Cow Creek
Klamath Project	44,000	Continue Drains
Klamath-Shasta View	268,000	Design Project
Nevada Irrigation District	1,500,000	Loan
Paskenta Newville Project	190,000	Complete Study
Sonora-Keystone Project	10,000	Complete Study
East Side Canal	181,000	Feasibility Study
Lake Tahoe	135,000	Continue Study
Armagosa Project	250,000	Continue Study
Ultimate Klamath-New Phase	104,000	Continue Study

Summarizing the major items in the budget proposal, Congressman Johnson detailed the following projects:

● **Auburn Reservoir-Folsom Canal** — \$34,150,000. Work will continue on the Auburn-Forest-hill Bridge superstructure and on the diversion tunnel, a contract for which will be let this Spring. Access roads will be completed at the damsite. Construction will continue on reaches 1 and 2 of the canal.

● **New Melones Reservoir** — \$16,650,000. Some land acquisition will continue. Construction will continue on the diversion tunnel and a contract will be awarded in January 1972 for purchase of the powerhouse turbines. The main dam contract is scheduled to be awarded in July 1972.

● **New Don Pedro Reservoir** — \$995,000. This will be the final federal payment for flood control benefits of the reservoir being constructed by the City of San Francisco and Modesto and Turlock Irrigation District.

● **Tehama-Colusa Canal** — \$1,322,000. Final payment will

be made on fish facility equipment and design of Reach 3 will be continued.

● **Martis Creek Reservoir** — \$2,470,000. This will complete construction of the dam. About \$210,000 in recreation development is programmed for fiscal year 1973.

● **Sacramento River Bank Protection** — \$1,710,000. Continuing bank protection at various authorized locations.

● **Klamath-Shasta View Irrigation District** — \$260,000. Continue design of pipeline distribution system.

● **Nevada Irrigation District** — \$1,500,000. A Bureau of Reclamation loan for distribution system construction.

Buchanan Reservoir — Funds appropriated by Congress in fiscal years 1970 and 1971, but frozen by the President, will be used to start construction of access roads this spring and complete land acquisition. Main dam contract will be awarded next spring.

Hidden Reservoir — Identical programming as for the Buchanan Reservoir.

Turlock By-Pass Slates \$16½ Million Expenditure

By Jerry Bennett

The Turlock By-Pass, an 8½ mile, 6 lane freeway arching west of the city and construction started sometime this fall and should be finished by late 1973.

Beginning at Taylor Road and curving south on an elevated roadway over West Main Street, the new stretch of super highway will rejoin Highway 99 at the Merced County line. The highway itself will cost \$14.5

million, with another \$2 million going for property acquisition. An elevated section is needed because of the high water table in the Turlock area.

Another Division of Highways project within the county this year will be construction of a new Route 108 railroad overcrossing just west of Riverbank. A four lane bridge, it will replace the existing narrow crossing over the Santa Fe Railway Co. tracks and cost about \$315,000.00.

Progress, man's distinctive mark alone, Not God's, and not the beasts: God is, they are, Man partly is and wholly hopes to be."

—Robert Browning

Personal Notes

FRESNO

We extend our deepest sympathies to the family and friends of Brothers Clyde Dailey, T. L. Grimm, Luther Knight and Jesse Nelson who recently passed away.

STOCKTON - MODESTO

The retirees meeting held here at the Stockton Labor Center at 10:00 A.M., March 16th was a huge success. One hundred and thirty-seven retired engineers and their wives attended the meeting.

Our deepest sympathies are extended to the family and friends of deceased Brother Ted Grimm.

Brothers Albert English, Joe Foley, Fred McCarmon, Edward Knutson and Robert Cawelti, Jr. were either hospitalized or under a doctor's care this past month. A speedy recovery is wished for all.

SANTA ROSA

It is with deep regret we inform you of the recent passing of Brother John Debler, who was accidentally killed while working for the Berglund Tractor Company in Willits. Our deepest sympathy to all of his loved ones.

We visited Harley Jolliff in the hospital a short time ago and he appeared to be in real good spirits, after having a back operation. By the time you read this he will probably be doing so well that he'll be working his gold mine up in the Feather River country. Sure hope so.

We sincerely appreciate those who are the regulars in donating blood, but won't some of you who have never given make an effort too? It's a must to have a reserve on hand in order to meet the many emergencies that arise.

It is surprising just how many Operating Engineers are interested in boats. We just recently spoke with Don Davis and he is remodeling his boat in hopes of attaining a record speed of over 150 miles per hour. He has been moving around 130 miles per hour, but as the present record in his class is 147 miles hour the remodeling is a must. Good luck, Don.

Incidentally, Clyde Anderson also is quite interested in boat ing. His "hot rod" is close to 100 miles per hour and he spends many an hour keeping it in excellent condition. Another boater, Howard Seacord, your Grievance Committee member, has a Chinese Junk which is the talk of the bay when he's in full sail. We can't remember Howard — just how fast can it go?

COMMUNITY EFFORTS — There have been many community developments throughout the jurisdiction of Local Union No. 3, with the Santa Rosa District no exception, and in all cases you will see members of Operating Engineers in the fore-front. Just to mention one such project, the Rincon Valley Little League ball park, located in Santa Rosa, was made possible because of the combined efforts of many of us in the labor movement in general and the Operating Engineers in particular. Your continued support of this Little League Park is especially appreciated, whether it be by participation or money, because of the many numbers of young people who have become involved and greatly benefited from our efforts.

EUREKA

Congratulations are in order to Mr. and Mrs. Lloyal Brown, they are the proud parents of a baby boy.

We wish a speedy recovery to Brother Robert Hall and Brother Lewis Bailly, these two Brothers are at home recovering from heart attacks.

SAN JOSE

Our thanks to the following Brothers for their blood donation: Charles Bray, Bill Dalton, Dennis Davison, Clarence McKeag, and Bob Sandow.

We would like to take this opportunity to wish a quick recovery to Brother L. E. McDainiel who is in the Stanford Hospital with a heart condition.

Congratulations to Mr. and Mrs. Nathan Davidson proud parents of a daughter named Michele.

OAKLAND

We wish to thank Mrs. Karen J. Darrough who was the first to donate blood since the Blood Drive began the first of March. Other members and wives of members to donate blood to date are: Mr. Garland McAtee, Mrs. Germain Y. Brooks, Mr. Edward H. Brooks, Mr. Billy A. Martin and Mr. Billy A. Martin Jr.

MARYSVILLE

With all the flu and colds so prevalent here at this time, we do not have a complete listing of all who are or have been ill, but we do wish a speedy recovery to the following members:

Brother Joe Gilcrease is at Oroville Medical Center; Brother Thomas McIntire's wife is sick in the Sutter General Hospital in Yuba City; and also at Oroville Medical Center is Brother Ralph Watts. Brother Milton Dyrness was at Fremont Hospital suffering from a ruptured appendix.

Blood donors during the months of January and February 1971 were the following: Mrs. Shirley Brock, Kenneth Bettis, Mrs. Sandra Bettis, Lester E. Christmas, Robert Newvine, Gerald L. Chamberlain, Millard M. Musgrove, James Aldax, Raymond Dolce, Mrs. Ruth I. Bruner, and Jack May. Our grateful thanks to all of these people. We need about a hundred more each month.

NEVADA

Brother Mike Miller is recuperating at home after back surgery at St. Mary's Hospital, Brother Ed Ward was in Washoe Medical Center for observation and is now at home. Brother Jay Coburn is now at home after having a disc operation at Washoe Medical Center. Brother Larry Phillips of Placerville is presently in the Veterans Hospital for further tests. Brother Guy Tjiten is now recuperating at home after a slight heart attack.

We are sure all these brothers would appreciate visits from their fellow engineers.

Also, Brother "Doc" Kendrick is still at Physicians Hospital

(See MORE PERSONALS Cols. 4 & 5)

SWAP SHOP CORNER: Free Want Ads for Engineers

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.

LOT FOR SALE, 100' x 325' located in West Linda shopping center, \$8,000. L. Foster, 5834 Riverside Ave., Marysville, Co. 95901. Reg. No. 127651. 2-1.

POOL TABLE, 8 FOOT, ANTIQUE style, Italian slate, incl. all accessories, \$450. 415-587-9226 or 585-9351 after 6 p.m. Reg. No. 1242943. 2-1.

1967 CHEV STEPVAN, big six engine, 4 sp., low mileage, radio, heater, special horns, dual rear tires and power plant, \$3,500. Leo Moya, 327 N. Livermore Ave., Livermore, Co. 445-4377. Reg. No. 1414656. 2-1.

FOR SALE: WHITE GERMAN SHEPHERD pups, AKC reg., Rin Tin Tin II, bullet lines, exc. pets or watch dogs. Whelped 1-1-71. John Pale, Box 244, Alturas, Co. Reg. No. 1079772. 2-1.

TRAILER, TILT BED, single axle, 1000 x 20 tires. Ideal for M.F. backhoe, \$700. M.F. 212 18' backhoe bucket \$75. S. Scott, 2689 Gumbroad Dr., San Jose, Co. 408-251-1574. Reg. No. 0908433. 2-1.

FOR SALE: LORAIN BACKHOE & shovel comb, 3/4 yd. wide, tracks crawler, old but good, \$3,000 or offer. 415-532-3236. Reg. No. 0479953.

TRADE COMPLETE SET of heavy duty mechanics tools, pullers, etc. for small boat & motor or will sell outright. Howard S. Rice, 3817 Crestview Dr., Paradise, Co. 95959. Reg. No. 0341545. 2-1.

FOR SALE: TRENCHING BUSINESS & equipment. Och Trencher, Ford pier hole auger, 8' deep hole machine. All diesel 2-ton Ford truck & trailer. Call 735-6902, Sunnyvale. Reg. No. 1121881. 2-1.

DELUXE 24x60 MOBILE HOME, 2 br., 2 baths, family rm., carpeted porch, awnings, skirts, yard beautifully landscaped. Lovely view, located in 5 star park. C. Sloey, 16401 San Pablo Ave., San Pablo, Phone 223-6721. Reg. No. 0736332. 2-1.

FOR SALE: 45 ACUSTAL MILES, Exc. cond. Also wagon wheels, matched set of 4 red, white & blue. Phone 415/447-1451. W. A. Miller, 773 Lido Dr., Livermore, Co. 94550. Reg. No. 1451610. 2-1.

1967 EL CAMINO loaded with extras, \$1,595-offer 1966 Chev. Caprice wagon, power & air, low book, \$1,300 or offer. 1962 Chev. wagon, new eng & tires, power & air \$495. 415/689-5638 Concord. Reg. No. 0892705. 2-1.

131 ACRES 21 MI. EAST of Redding on old Cow Creek. Deeded water rights. All or part. \$75,000. One house, 68 per cent completed. Gerald Criswell, 6080 Bennington Dr., Newark, Co. 94560. Reg. No. 1174889.

FOR SALE: EIGHT YARD DUMP body w/10 yd ends & Garwood hoist. \$200. Phone 415/532-3236. Reg. No. 0578953. 2-1.

FOR SALE: 1959 18' FLAMINGO self-contained trailer, New Michelin steel cord tires, gas ref., gas stove w/oven. Must sell, make offer. Gene Abbott, 15091 Cooper Ave., San Jose, Co. 95124. Reg. No. 0617976. 2-1.

150 INTERNATIONAL LOADER FOR SALE. 4 in 1 bucket, rippers, power shift. Good cond. \$7,500. 415/761-2029. Reg. No. 1164979. 2-1.

FOR SALE: 2-WHEEL TRACTORS, Case Model DC, good cond. \$350. John Deere Model B, fair cond. \$250. Call 415/862-2361. Reg. No. 055555. 2-1.

FOR SALE: EIGHT ACRES MOUNTAIN HOME, good location. Sell one to 8 acres. 2 dwellings. Phone 209/532-2547. Reg. No. 1161676. 2-1.

FOR SALE: BUCYRUS-ERIE SHOVEL, air operated 1 1/2 yd diesel crawler, old but good, \$2,300 or offer. Phone 415/552-3236. Reg. No. 0578953. 2-1.

HEAVY DUTY DUWALT SAW, 14", 110-220 AC, single phase, 3 hp, compl. portable, factory trailer mounted \$400. Herbert Higginbotham, P.O. Box 212, San Pablo, Co. 94805. Reg. 0947083. 2-1.

FOR SALE: 15' BOAT, 25 HP outboard w/electric starter. Exc. cond. \$400 or best offer. 415/761-2029. Reg. No. 1164979. 2-1.

WANTED: USED PROTECTO-TOP or 1968 El Camino. Call Joe Vera, 408/734-0874. Reg. No. 0838952. 2-1.

FOR SALE: '59 WHITE DIESEL DUEL DRIVE 3-axle, 10 yd dump trk. CC-18 yd end dump, 2 axle low bed. 54 Peter-Built Logging trk, nearly new eng. AD 40 road grader, diesel. Tilt trailer. Generator (light plant). 207/532-9761 or 209/532-2547. Reg. No. 1181676. 2-1.

DODGE 1964 POLARA, 49,000 mi., top cond. 2 dr. hdt., new rubber, battery volt reg., points, plugs. \$72 tune up last month. F. Fredrickson, 2170 Pros. pect St., Menlo Park, Co. Phone 854-4030. Reg. No. 0293919. 3-1.

FOR SALE: SET T.D. 30 TRACK rollers like new \$25 ea. Two D-9 carrier rollers \$40 ea. D-8 final gear & pinion \$150. 916/243-1081 after 6. Reg. No. 0735477. 3-1.

FOR SALE: 1964 PONTIAC CATALINA, sta. wagon. New transmission, luggage rack, automatic. Sacrifice, need money \$250. 118 Alford Ave., Apt. 8, Oakland, Co. Phone 451-5528. Reg. No. 0912092. 3-1.

ANTIQUE PORCELAIN DOLLS and porls. Reproduction, 7131 Parish Way, Citrus Heights, Co. Phone 725-3142. Reg. No. 1058704. 3-1.

FOR SALE: GREEVES DIRT BIKE 250cc Challenger 1966. New piston, clutch, chain & sprockets. Been in storage for 2 yrs. Runs great. \$250. M. DeArmond, 160 Hillside, Ben Lomond, Co. 95005. 408/336-8766. Reg. No. 1328391. 3-1.

WANTED: 12 GAUGE SHOTGUN preferably 3" shell. Also deer rifle. Both in good condition & reasonable. Don E. Hudler, 345 Fulton St., San Francisco, Co. 94102. 415/626-2467. Reg. No. 0648486. 3-1.

TDISA INTERNATIONAL DOZER. Double unit 56 model, good cond. \$3,000. 209/532-2573 or write Nels Lewellen, Rt. 3, Box 680-A, Sonoma, Co. 95370. Reg. No. 1157888. 3-1.

FOR SALE: HOUSE TRAILER 1960 TERRY 19' good cond. \$1,400. Western Trailer Park, Sonce 14, San Jose, Co. evenings. Reg. No. 0822465. 3-1.

3,000 GALLON WATER TRUCK on 1955 GMC dual drive w/rear spray bars, good eng. & rubber. 415/223-2570. Reg. No. 1128314. 3-1.

FOR SALE: 450 AIRPORT SLIDE PROJECTOR, electronic focus, 6 relay trays, 1/2" inersol elect. impact. Charlie Williams, 5741 Tehoma Ave., Richmond, Co. 94804. Phone 525-7754. Reg. No. 0545459. 3-1.

FOR SALE: NARROW GAUGE CLETRAC tracklayer tractor, Model T rear end w/wheels & tires. Call Escalon 838-7887. Reg. No. 0915744. 3-1.

REG. APPALOOSA GELDING, 7 yrs. old from Patchy & Tabby lines. Blue rib. winner halter and show classes. Goat for girl or woman. \$1,000 or offer. T. Bridgeford, P.O. Box 3095, Eureka, Co. 95501. Reg. No. 1415005. 3-1.

FOR SALE OR TRADE: PIPER CHEROKEE 160 Piper Auto Pipeline. Full panel 1952 model always hangered. C. A. Haura, Rte. 1, Hilltop Dr., Willits, Co. 95490. Phone 459-2648. Reg. No. 0620138. 3-1.

FOR SALE: T.D. 6-62 SERIES DROTT loader 4 in 1 & rippers, \$7,000. Massey Ferguson Diesel Backhoe 220 mod. w/3 buckets, \$3,500. Top con. Ph. 259-1182. A. E. Rush, 1902 Silver Rd., San Jose, Co. 95122. Reg. No. 519755. 3-1.

LARGE ROOF TYPE HOUSE COOLER, used one season, exc. cond. \$50. Gene Abbott, 15091 Cooper Ave., San Jose, Co. Phone 377-5992. Reg. No. 0617976. 4-1.

WILL TRADE for guns or cash Model 9 Ford truck assembly, rough but repairable, fits 1973-76 Ford. G.B. Hamerschmidt, 4453 S. Belhel Ave., Del Rey, Co. 93516. Reg. No. 1072423. 4-1.

GMC TRUCK MOTOR FOR SALE, Mod. 270, compl-trons, gen., etc. Like new. Completely overhauled. Reas. Phone 892-5327, off. 7 p.m. F. Corpenier, 1104 2nd St., Novato, Reg. No. 0278004. 4-1.

THREE BR HOME, encl. porch, garage, new roof, nr shops & bus. 4 fruit bearing trees, gas heat, \$21,500. Phone 276-3255 San Leandro, Reg. No. 4921380. 4-1.

COMMERCIAL LATHE, all knives approx. 1,000 "Seroc" file need finishing. Phone 355-5884 or 356-5207 Los Gatos. Reg. No. 0997088. 4-1.

MUST SELL 1969 TOYOTA CORONA, automatic, clean. \$1,595. Call 933-5576 in Concord. Reg. No. 1181690. 4-1.

FOR SALE: 1958 SANTA FE TRAVEL trailer Very good cond., good tires, easy lift hitch. M. B. Booker, 2308 Westgate Ave., San Jose 95125. Phone 259-5847. Reg. No. 361815. 4-1.

WANTED FOR 1928-1929 MODEL A FORD Tudor sedan visor over windshield & both doors & hhd. Phone collect 707. 425-2377, Harry Svar, Rt. 1, Box 142, Fairfield, Co. 94533. Reg. No. 689555. 4-1.

FOR SALE: ONE SET OF GOLF CLUBS, plus collapsible cart w/seal, like new, a few golf balls, \$175. Charles (Red) Hansen, Phone 415/686-2983. Reg. No. 0239967. 4-1.

FOR SALE: CAT. SPRAY GUN, round table, welding hood, gloves, many others. 5581 Ocean View Drive, Oakland, Co. 94618. Reg. 0499983. 4-1.

EIGHT FT. GLOBE CAMPER, Has stove, sink, bed, table, ice box, clothes closet & local water tank. \$450. Chas. W. Hall, 4582 2nd St., Pleasanton, Co. Phone 846-2225. Reg

CLIP & SAVE

1971 MEETINGS SCHEDULE

1971 SCHEDULE OF SEMI-ANNUAL,
DISTRICT & SUB-DISTRICT MEETINGS

SEMI-ANNUAL MEETINGS

JULY	AUGUST
10 San Francisco, Sat., 1 p.m.	4 San Francisco, Wed., 8 p.m.
DISTRICT & SUBDISTRICT MEETINGS	10 Stockton, Tues., 8 p.m.
APRIL	12 Oakland, Thurs., 8 p.m.
6 Eureka, Tues., 8 p.m.	24 Sacramento, Tues., 8 p.m.
7 Redding, Wed., 8 p.m.	26 San Jose, Thurs., 8 p.m.
8 Marysville, Thurs., 8 p.m.	31 Fresno, Tues., 8 p.m.
21 Honolulu, Wed., 7 p.m.	SEPTEMBER
22 Hilo, Thurs., 7:30 p.m.	2 Ukiah, Thurs., 8 p.m.
MAY	17 Salt Lake City, Fri., 8 p.m.
4 Sacramento, Tues., 8 p.m.	18 Reno, Sat., 8 p.m.
11 Stockton, Tues., 8 p.m.	OCTOBER
13 Watsonville, Thurs., 8 p.m.	5 Eureka, Tues., 8 p.m.
20 Oakland, Thurs., 8 p.m.	6 Redding, Wed., 8 p.m.
26 San Francisco, Wed. 8 p.m.	7 Marysville, Thurs., 8 p.m.
JUNE	27 Honolulu, Wed., 7 p.m.
1 Fresno, Tues., 8 p.m.	28 Hilo, Thurs., 7:30 p.m.
4 Provo, Fri., 8 p.m.	NOVEMBER
5 Reno, Sat., 8 p.m.	4 Watsonville, Thurs., 8 p.m.
10 Santa Rosa, Thurs., 8 p.m.	9 Stockton, Tues., 8 p.m.
JULY	11 Oakland, Thurs., 8 p.m.
20 Eureka, Tues., 8 p.m.	17 San Francisco, Wed., 8 p.m.
21 Redding, Wed., 8 p.m.	23 Sacramento, Tues., 8 p.m.
22 Oroville, Thurs., 8 p.m.	DECEMBER
23 Honolulu, Wed., 7 p.m.	3 Ogden, Fri., 8 p.m.
29 Hilo, Thurs., 7:30 p.m.	4 Reno, Sat., 8 p.m.
	7 Fresno, Tues., 8 p.m.
	9 Santa Rosa, Thurs., 8 p.m.

DISTRICT AND SUB-DISTRICT MEETING PLACES

San Francisco, Engineers Bldg. 474 Valencia St.	Oakland, Labor Temple, Miller's Hall, 23rd & Valdez.
Eureka, Engineers Bldg., 2806 Broadway.	Sacramento, CEL&T Bldg., 2525 Stockton Blvd.
Redding, Engineers Bldg., 100 Lake Blvd.	Fresno, Engineers Bldg., 3121 E. Olive St.
Oroville, Prospectors Village, Oroville Dam Blvd.	Ukiah, Labor Temple, State Street.
Honolulu, IBEW Hall, 2305 S. Beretania Street.	Salt Lake City, 1958 W. No. Temple.
April meeting only, Washington School Cafetorium, 1633 S. King St.	Reno, 124 West Taylor.
Hilo, Kapiolani School, 966 Kilauea Ave.	Marysville, Elks Hall, 920-D Street.
San Jose, Labor Temple, 2102 Almaden Rd.	Watsonville, Veterans Memorial Bldg., 215 Third.
Stockton, Engineers Bldg., 2626 N. California.	V Santa Rosa, Engineers Bldg., 3900 Mayette.
	Provo, 165 West 1st North.
	Ogden, Teamsters Hall, 2538 Washington Blvd.

"Like the course of the heavenly bodies, harmony in national life is a result of the struggle between contending forces. In frank expression of conflicting opinion lies the greatest promise of wisdom in governmental action and in suppression lies ordinarily the greatest peril."

—Supreme Court Justice Louis D. Brandeis

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

CREDIT UNION
478 Valencia Street
San Francisco, Calif.
Phone: 431-5885

**FRINGE BENEFIT
SERVICE CENTER**
474 Valencia Street
San Francisco, Calif. 94103
Phone: 431-1568

IMPORTANT

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

REG. NO.
LOCAL UNION NO.
SOC. SECURITY NO.
NAME
NEW ADDRESS
CITY
STATE ZIP

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



IMPORTANT NOTICE

Recording - Corresponding Secretary T. J. Stapleton has announced that pursuant to Article X, Section 9(b) of the Local Union By-laws, at its regular quarterly meeting to be held on Tuesday, May 4, 1971, at 8 p.m., in the CEL&T Building, 2325 Stockton Boulevard, Sacramento, the District No. 8 (Sacramento) membership will elect one Grievance Committee member to fill a vacancy caused by resignation.

Business Offices and
Agents Phone Listing

DISTRICT 1—SAN FRANCISCO
Dispatch Office:
470 Valencia Street 94103
(Area 415) 431-5744
A. J. "Buck" Hope, Dist. Rep. ...992-1182
Don Luba (Dial Operator) Enterprise 1-5345
or 415-592-6871
Bill Parker359-1680
Fran Walker, Trustee456-6304
Jim Jennings828-5803

SAN MATEO
1527 South "B" 94402 345-3237
Bill Raney368-5690
Dick Bell359-0867

SAN RAFAEL
76 Belvedere Street 94901 454-3565
Al Hansen479-6874

VALLEJO
404 Nebraska Street 94590 644-2667
Aaron S. Smith643-2972
Dudley Western648-1775

DISTRICT 2—OAKLAND
1444 Webster Street 94612 893-2120
Don Kinchloe, Dist. Rep.837-7418
Guy Jones525-5055
Tom Carter682-6382
Herman Eppler754-3072
Robert Hovenhill846-1756
John B. Norris825-4877
Paul Wise686-2587

DISTRICT 3—STOCKTON
2626 N. California 95204 (Area 209) 464-7687
Walter Talbot, Dist. Rep.477-3210
Al McNamara464-0706
Elvin Baiatti948-1742

MODESTO
401 H Street 95354 522-0833
Jerry Bennett529-5339

DISTRICT 4—EUREKA
2806 Broadway 95501 (Area 707) 443-7328
Ray Cooper, Dist. Rep.443-1814
Eugene Lake443-5843

DISTRICT 6—FRESNO
3121 East Olive 93702 (Area 209) 233-3148
Claude Odum, Dist. Rep.439-4052
Bob Merriott734-8495
Walter Norris439-3455
Harold Smith222-8333

DISTRICT 6—MARYSVILLE
1010 Eye Street 95901 (Area 516) 743-7321
Harold Huston, Dist. Rep.742-1723
John Smith743-6113
Alex Cellini742-4395
Dan Senechal673-5736

DISTRICT 7—REDDING
100 Lake Blvd. 96001 (Area 916) 241-0158
Ken Green, Dist. Rep.347-4097

DISTRICT 8—SACRAMENTO
8580 Elser Creek Road 95828 (Area 916) 383-8490
Doug Farley, Dist. Rep.428-7281
Al Dailon622-7078
Martin Coopender489-4180
Al Swan487-5491

DISTRICT 9—SAN JOSE
760 Emory Street 95110 (Area 408) 295-8788
Bob Mayfield, Dist. Rep.266-7502
Mike Kravnick476-3824
Jack Curtis225-5458
Bob Shethfield286-6833
Mike Wornack

DISTRICT 10—SANTA ROSA
3900 Mayette 95405 (Area 707) 546-2487
Russell Swanson, Dist. Rep.545-4414
Robert Wagon539-2821

NEVADA
DISTRICT 11—RENO
185 Martin Avenue 89502 (Area 702) 329-0236
Bill Reiertard, Dist. Rep.747-3509
Russell Taylor423-5670
Dale Beach882-6643
Lennv Fagg635-2737

UTAH
DISTRICT 12—SALT LAKE CITY
1958 W. N. Temple 84103 (Area 801) 328-4946
Tom Bills, Dist. Rep.255-6515
Wayne Lassiter374-9626
Ralph Wilson

PROVO
125 E. 300 South 84601 (Area 801) 373-8237
Victor Long374-9626

OGDEN
2538 Washington Blvd. 84401 (Area 801) 399-1139
Kay Leishman392-8858

HONOLULU, HAWAII
2305 S. Beretania 96814 (Area 808) 949-0084
Harold Lewis, Sub-Dist. Rep.923-1207
Wilfred Brown455-9824
Wallace Lean455-3908
Berl Nakano (Hilo)968-6141
Valentine K. Wessel (Hilo)935-1043

AGANA, GUAM
P.O. Box E-J 96910 772-4222
Harry Bouwens749-2400
William Flores746-3422
Mike Pope772-2340
Yong Hoe Jun
Virgilio Delin

Credit Union Notes

Consumer Now
Better in Options

By JAMES "RED" IVY, Credit Union Treasurer

Product guarantees are better than they used to be. Ever since World War II, when scarcities made the consumer low man on the totem pole, things have been getting better for him. You might say there has been nowhere to go but up.



James "Red" Ivy

The courts have been deciding for the buyer. Class action suits, most recently, have makers and sellers moaning in their sleep.

For these reasons and because consumers have been wising up too, the solid business community is more and more coming to see that the fast buck is harder to catch than the sure thing based on honesty.

But the guarantee still has a ways to go. Before you put that guarantee away in a drawer, reflect on these points:

The manufacturer and not the dealer may have guaranteed the product. If the maker is a solid one, so's the guarantee. If he's out of business, you have to bet on the dealer's good will.

The guarantee may cover parts, but not labor. Labor costs can be 50 per cent or more of the bill.

The guarantee may cover parts that never wear out.

The guarantee may be tied to the price. If you bought at discount, it may be no good, or pay only part of the fixing bill.

A guarantee may promise replacement, but not replacement of equal quality or value.

The customer may have no guarantee at all. These include verbal boasting, or a guarantee not signed by a responsible officer.

Improper installations may void a manufacturer's warranty. Check the warranty before you decide to install yourself, or by friends or unlicensed workmen.

In all cases, the words of good men are still better than bonds.

Such as at your Local Union No. 3 Credit Union, owned by you and your brothers.

The Internal Revenue Service states that taxpayers who wish to have the government figure their tax should complete Form 1040 as usual, but leave the computation lines blank, and mail the return to their IRS service center. Further details are contained inside the front cover of the instructions that come with the Form 1040.

The IRS has offered to figure the tax for taxpayers who have income of \$20,000 or less consisting only of salaries, wages, tips, dividends, interest, pensions, and annuities, and who claim the standard deduction. The offer also includes figuring the retirement income credit for older taxpayers who meet the income and deduction requirement.

Taxpayers who wish to have their retirement income credit computed should follow the instructions at the top of Schedule R and attach that schedule to the form 1040 being mailed to the service center, the IRS said.

Figuring of taxes will be done by computer at IRS service centers, not at local offices. After the tax is determined, taxpayers who have overpaid will be sent a refund, and those who owe additional tax will be sent a bill.

The IRS said that up to 30 million taxpayers may be eligible to take advantage of its offer to figure their tax.

It's time to look over your bundle of credit cards. There's new protection furnished for them by the government, including some new rules that you need to know about.

The most it can cost you if someone uses your card without your permission (like if he finds one you dropped, or steals it from you) is \$50. But there are conditions that the company issuing it must comply with before it can collect from you. These are: that the card must be an "accepted" card, that you have been notified of your liability and provided a self-addressed, pre-stamped notification card for reporting a loss or theft. Also, that the unauthorized use has occurred before you have notified the company that such loss has occurred or may occur.

In addition, you will not be liable for the unauthorized use of your card unless the company has provided a means of identifying you. The accepted methods include a signature block, your photograph or fingerprint on the card or an identification by electronic or mechanical confirmation.

Starting on Jan. 25, 1971, the above processes must have gotten underway, and by Jan. 25, 1972, all of your credit cards must have proper identification according to these rules. If the company fails to take these steps, you will be excused from all liability for a lost or stolen card.

Tax time, when you have all your financial records spread out, is an ideal time to take stock of where you are financially.

List your assets, including cash in the credit union and banks, securities at current market value, the "borrow" value on insurance policies, value of your home, personal property, and "other." Liabilities include the mortgage, installment debts, accounts payable, unpaid taxes and "other."

Deduct the liabilities from the assets, and you have your "net worth."

An average family with sound financial planning should record at least a 10 per cent annual growth in their net worth over a ten-year period.

Otherwise, you are getting nowhere fast, and are vulnerable to emergencies and other unexpected expenses.