

First Statewide Minority Program Signed

"Serving the men who move the earth!"

ENGINEERS & NEWS

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



GUAM, WHERE AMERICA'S DAY BEGINS HAWAII, THE 50TH STATE NORTHERN CALIFORNIA, THE GOLDEN STATE NORTHERN NEVADA, SILVER STATE UTAH, HEART OF THE ROCKIES

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SAN FRANCISCO, CALIFORNIA

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FIRST STATEWIDE PROGRAM for bringing minorities into the Building Trades was signed last week by representatives from labor, management, minority coalitions and state officials, including Governor Ronald Reagan. Shown with the Governor during signing ceremonies in Sacramento are (l. to r.) Local Union No. 3 Business Manager Al Clem, Governor Reagan and Joe Seymour, Business Manager for Local Union No. 12. Both Seymour and Clem are international vice presidents in the International Union of Operating Engineers, AFL-CIO and two of the West's most powerful labor leaders.

Operating Engineers Train 2,230 for Construction Jobs

WASHINGTON—The International Union of Operating Engineers, AFL-CIO, which has trained 2,230 jobless or underemployed persons under two Labor Department contracts in four years, is training another 810 persons under a new contract.

Assistant Secretary of Labor Malcolm R. Lovell, Jr., has reviewed the efforts of the labor organization in aiding the jobless find work through federally-assisted training programs.

The Manpower Development and Training Act (MDTA) contracts were signed November 1966 and December 1968. Each ran two years, and together authorized training for 2,541 persons at a cost of about \$3.5 million.

A total of 2,700 persons was recruited over the four-year period; 2,230 completed their training—1,668 in skill-improvement projects, 281 as entry apprentices, and another 281 in preapprenticeship projects.

In the skill-improvement group, 1,443 completed training as operating engineers, 146 as heavy-duty mechanics, and 79 as technical engineers.

In the apprenticeship-entry group, 174 completed training as operating engineers, 94 as heavy-duty mechanics, and 13 as technical engineers.

In the preapprenticeship training classification, 281 young men completed their preparatory training as operating engineers.

A third contract between the Operating Engineers and the Departments of Labor and Health, Education, and Welfare has authorized the training of 810 more jobless or underemployed persons. The 18-month \$1,676,609 contract will run through June 1, 1972.

Local unions and joint-apprenticeship committees are developing opportunities to train

215 entry-level operating engineers and to upgrade the skills of 555 operating engineers and 40 heavy-duty mechanics who have some trade experience.

Training periods of a maximum 26 weeks include 18 to 20 weeks of on-the-job training and 6 to 8 weeks of classroom and "vestibule" instruction.

As subcontracts are negotiated, training will take place in cities yet to be selected in five States and in 10 preselected as follows: Arkansas (50 trainees), Louisiana (50), Mississippi (50), Northwest Florida (12), Northwest Texas (25), and in the cities of Albuquerque (75), Atlanta (100), Cleveland (50), Denver (50), Detroit (150), Harrisburg, Ill. (50), Kansas City, Mo. (50), Milwaukee (40), Mobile (38), and Washington, D.C. (20).

Of the nearly \$1.7 million in MDTA funds allocated for the project, \$648,510 will be applied to training costs, \$639,764 to supplemental instruction, and \$388,335 for training allowances.

MDTA on-the-job training is administered by the Labor Department's Manpower Administration. Training is carried out by private firms, labor organizations, and other groups. Basic education and other classroom instruction is provided through the Office of Education. (See IUOE TRAINS, Page 2)

Three Cal Firms In Billionaire Construction Class

Three AGC of California member firms are included in the top five listing of the 400 largest U.S. contractors in 1970.

The master list is developed by the editors of McGraw-Hill's Engineering News-Record Magazine and is based on reported total dollar volume.

The McGraw-Hill magazine's annual report lists San Francisco's Bechtel Corporation as the largest firm with a 1970 volume in excess of \$1.5 billion. Oakland's Kaiser Engineers, Corp. ranked in third place with over \$1 billion and South San Francisco's Guy F. Atkinson-Walsh Construction came in fifth with \$720 million.

All three firms are members of the AGC of California which is headquartered in Sacramento and is the largest chapter of the National Associated General Contractors of America representing general contractors throughout California, with the exception of San Diego County, which is covered by a separate chapter of AGC.

Some 282 AGC of America member-firms are among the top 400 volume contractors listed by the McGraw-Hill magazine. Nine of the top 10 volume contractors are also AGC members.

Labor Executive

The Department of Labor, which was established to be a voice for America's workers now has a top executive from a New York investment firm as its top administrative official. He is Frank G. Zarb, 36, on leave of absence as executive vice president of CBWL-Hayden Stone, Inc., of New York.

Building Trades OK Makes Plan Realistic

Governor Ronald Reagan has signed a far-reaching 'Affirmative Agreement' that will open the door for elimination of discrimination in union membership and employment in the building and construction industry.

The agreement is the first of its type in the nation through which labor and management voluntarily, in cooperation with the state government, have formulated a plan for recruiting and training minorities in the building and construction industry.

Governor Reagan hailed the program as an "outstanding example of how labor and management can join hands in a spirit of cooperation to provide opportunities for other citizens, who have too often been excluded from the right to dignity and employment."

"It is especially significant that the state government is a cooperative partner in this plan—not an overseer. This program is the result of an effort by management and labor to do something about problems that face society. They did it themselves."

The objective of the agreement is to increase minority employment in all phases of the construction and building industry and to encourage the admission of minorities into membership of unions representing the industry.

The plan will be implemented by a nine-member California Affirmative Action Committee headed by the chairman of the Fair Employment Practices Commission. Membership will include two FEFC commissioners, the special assistant to the Governor for Community Relations, the Chief of the Division of Apprenticeship Standards, the Director of the Department of Public Works, the Superintendent of Public Instruction, the Director of the Department of Human Resources Development and the State Architect.

The committee will also coordinate the activities of state agencies participating in the project and supervise the training program in cooperation with the labor and management.

Enforcement of the agreement will be handled by local Affirmative Action Concerned Committees which will represent labor, management and minority groups.

Groundwork for the action plan was broken last July at a meeting of labor and management leaders in Governor Reagan's office.

Present at the signing of the Affirmative Action Agreement were:

Labor and Management: Al Clem, Operating Engineers Local No. 3; Robert H. Nambo, California Association of Sheet Metal, Heating and Air Conditioning Contractors; Al Figue, State Council of Carpenters; James Lee, State Building and Construction Trades Council; Warren Mendel, Engineering and Grading Contractors Association; Richard Greenberg, Engineering and Grading Contractors Association; Charlie Young, Engineering and Grading Contractors Association;

Richard N. Moseman, C. K. Moseman Construction Co.; Richard B. Munn, Associated General Contractors; Robert Gulick, California Drywall Contractors Association; Joseph

Seymour, Operating Engineers Local 12; George Shirley, Plumbing Contractors Association; Robert Ringer, Building Industry of California; C. R. Graff, Associated General Contractors; P. H. McCarthy Jr., Attorney; Ed Park, Operating Engineers;

State Representatives: Fred Hummel, State Architect; Representative for James A. Moe, Department of Public Works; Fred Tillman, representing Wilson Riles, Department of Education; Representative for Director's Office, Department of Human Resources Development; James Sims, representing James Stratten, Division of Apprenticeship Standards; Pier Gherini, Chairman, Fair Employment Practice Commission; Paul Meaney, Chief, Division of Fair Employment Practice.

Federal Government Representatives: Edward T. Denny, Bureau of Apprenticeship and Training; U. S. Department of Labor, San Francisco.

Minority Representatives: Jose L. Lopez, Executive Director, Santa Clara Valley Skills Center, San Jose; P. K. Keyes, P. K. Construction Co., Minority Contractor.

GP Chairman Of President's CEH Committee

WASHINGTON — Hunter P. Wharton, general president of the International Union of Operating Engineers, has been appointed to the labor unit of the President's Committee on Employment of the Handicapped.

PCEH Chairman Harold Russell announced that Wharton will be chairman of the Labor Committee. He will work with leaders and members of organized labor in promoting the employment of qualified physically and mentally handicapped workers, through labor publications and in labor negotiations.

Wharton has been General President of the IUOE since 1962. In 1965, he became the first IUOE President elected Vice President of the AFL-CIO.

He was recently appointed as one of four labor members of the 12-member tripartite Construction Industry Stabilization committee established by President Nixon on March 29.

Wharton replaces Gordon Freeman, President Emeritus of the International Brotherhood of Electrical Workers as Chairman of the Labor Committee. Freeman remains as vice chairman of the President's Committee, having been appointed to that post by President Eisenhower and having served under four presidents.



Collectively Speaking with Al Clem

During the past 30 days we have been extremely busy and as far as accomplishments are concerned, they were rather disappointing.

We have held four (4) negotiating sessions with representatives of the A.G.C. and E.G.C.A. It seems as though we are dealing with a so called new breed who think it is smart to take a hard line in negotiations. We are wondering if the individual contractors who are members of the association will be there when the chips are down.

When reviewing the history of Local 3's collective bargaining record over the year, we are sure that the majority of the owners will agree that while we have endeavored to secure all the gains that rightfully belong to the members of this organization, we have been fair and just in our requests.

I need not tell the members of Local 3 that all this ballyhoo in the press about the high wages has had some effect upon a certain amount of employers in the construction industry, but to those employers who may be interested, we would only like to pass this word along that the record shows that the productivity of the Operating Engineers has increased immeasurably during the past ten (10) years due to the faster and more sophisticated machinery which we operate. The cost in wages for performing work has not even kept pace with the increased productivity not to mention the increased cost of living.

The record shows that the average hours worked by the members of our union in the construction industry has decreased a great deal for those people who are working, while the out-of-work list has continued to increase. I think this tells a story—I can only suggest to the members of this union that they protect their job opportunities by reporting the various violations that they see on the job to the Business Agents.

I really do not think that in all sincerity that the owners of the various construction companies are desirous for a strike, but this at times is the price that labor has to pay in order to protect the gains they have made over the years.

In talking to the other crafts, we find that they are faced with more or less the same situation. It is inconceivable to me that in this day of so many changes and our method of living that any groups of people or individuals could conceive by any stretch of the imagination that a union such as Local 3 would relinquish any of the gains that have been negotiated in a collective bargaining agreement over the years with not having to resort to economic action.

During the past month we met with representatives of Martin-Close-Massart in Seattle to adjust our grievances with this firm over their work in Guam.

The National Legislative Conference was held in Washington D.C. during the week of April 19. This was an extremely well attended conference. We contacted the congressmen and senators from the states where Local 12 and Local 3 have jurisdiction and with the representatives from employer groups apprising them of the need for the release of funds to carry out the construction programs which have been blueprinted to make this country of ours even greater, and also to provide jobs for the members of our union. They were very sympathetic to our appeal but told us the executive branch of the government, namely the President, controlled the funds for construction work. We hope they carry the message to the executive branch and see that these funds are released in order that many hundreds of building tradesmen will be able to return to productive work in the field.

While in Washington, there was a meeting of the Jurisdictional Committee of the Teamsters and Operating Engineers where we endeavored to resolve some of the problems that have arisen in the United States and Canada, in the field of jurisdiction. As you know when job opportunities are not plentiful, the jurisdictional disputes increase. We have prided ourselves on being able to resolve these jurisdictional disputes in an amiable manner.

There was also a meeting of the Trustees of the Pipeline Health and Welfare Plan whereby we authorized the Martin Segal Company to secure bids for health and welfare coverage for Operating Engineers employed in the Pipeline industry, as well as those local unions who want

(See MORE CLEM Columns 4 & 5)

Mobile, Local 3 Avert Strike; Sign 3-Year Pact

By FRAN WALKER, Trustee

Mobile Petroleum Company and the Operating Engineers Local Union No. 3 have reached agreement on terms for a new three-year contract, averting a threatened strike action. The Agreement was reached after seven weeks of collective bargaining. According to Mobil's Guam Manager, Douglas Hop-ton, the wage package and other benefits produce one of the best sets of working conditions available on Guam. "It is a responsible package for the employees, but at the same time considers the welfare of the company, which is now confronted by competition on the island. We are naturally pleased that the bargaining process did not break down, thereby averting potential inconvenience to customers and the community."

The Union's Business Representative also expressed his satisfaction. "Most of our demands were met by the company, and we should have a good relationship over the next three years," stated the BA.

Dear Sir:

I want to thank you and your brothers of Operating Engineers Local 3 for the kindness and prompt service you have shown me since my husband, Edward W. Harris' death.

He highly respected the Operating Engineers Local 3 and his brother engineers.

So I want to thank you all again.

Sincerely yours,
Martha N. Harris
605 James St.
Broderick, Calif. 95605

NOTICE

At its meeting on the 4th, the District No. 8 (Sacramento) membership unanimously elected the following to serve the balance of the unexpired terms of the offices indicated opposite each name:

District No. 8 Executive Board Member: Kenneth Bowersmith.

District No. 8 Grievance Committeeman: Gary Mort-hole.

At its meeting on April 7, District No. 7 unanimously elected EARL PETTIS to serve the balance of the term as District Grievance Committee member.

IUOE Trains

(Cont. from page 1)

tion of the Department of Health, Education, and Welfare.

The Manpower Administration made available nearly 65,000 on-the-job training opportunities for the Nation's jobless and underemployed last year. They learned such occupations as auto mechanic, welder, meat cutter, TV repairman, and nurse aids. Classroom training was provided for nearly 140,000 others.

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153 Local 3 Contracts Opened in March, April

By BILL RELEFORD
Special Representative

A new contract with Alcan Metal Powders was negotiated and after four negotiation meetings it was presented to the membership for ratification. It was accepted by the majority of the ity of membership. There was a 13 per cent increase in wages for the next two years, and Vision Care for employees



Bill Relerford

was added to the Health and Welfare Plan.

During the month of March there were 83 contracts opened, and for the month of April as of this date, 70 contracts were opened.

Your representatives in the various districts will be holding pre-negotiation meetings, at which time the brothers will have a chance to offer any sug-

gestions on any changes they might want in their new contract. Negotiations will be extremely difficult this year due to the overall work picture in Local 3, the tight money situation, and the skyrocketing medical and hospital costs.

Now, as never before, we must all work together to see that the contracts are enforced. This can be done by working with your Stewards and Business Agents.

Your Representatives are presently negotiating with: Round Hill Golf Course, Danville; Maggiora Drilling Co., Watsonville; Coalinga Asbestos, Coalinga; and, Interspace Corporation, Ione, California.

I wish to thank the officers and members of the Operating Engineers of Local No. 3 for the lovely Holy Bible which was presented to me as a memorial for my son Larry.

Your kindness and sympathy in my recent sorrow will always remain a precious memory.

Mrs. Norman Bianchini
Beowawe, Nevada

A FREE LOADER'S LAST REQUEST

Once upon a time there was a worker who had never joined the union. All his life he took the benefits won for him by the unions, but refused to join. Then on his deathbed he told his wife: "Please do something for me. I want union members to be my pallbearers."

"But you never belonged to the union," his wife objected. "Why do you want union members to be your pallbearers?"

"Dear," he replied, "they've carried me this far . . . they might as well carry me the rest of the way."

More Collectively Speaking

(Cont. from Cols. 1 & 2)

to participate in this plan upon being approved by the Trustees.

The Western Conference of Operating Engineers comprising of delegates from the thirteen (13) states held their annual conference at Coronado, California during the past month. This was a well attended conference and it was very informative and educational. As you know, it is here that we meet with representatives of different engineers locals and exchange ideas.

Governor Reagan's signing of the State Affirmative Action Program (see story page 1.) represented a milestone in attempting to break up the bureaucratic blockade surrounding unions and minority hiring in the Building Trades. It is a sound answer to such community boondoggles as the Philadelphia Plan and other ill-conceived community action plans that seem to thrive on confrontation rather than expending their efforts to train minorities well enough to produce in the construction mainstream. The new program might even get some money and training down to the poor where it is supposed to go in the first place—that is if Nixon ever releases any construction money so that trained construction members can work.



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Vote Helps Keep Hayward Freeway Alive

By **DON KINCHLOE**
Treasurer & Dist. Rep.

SOUTHERN ALAMEDA COUNTY

By **HERMAN EPPLER**

Our V.O.T.E. Committee in the Hayward and Fremont area got a little action this past month, and the result was the City of Hayward gave its nod and cleared the way for the extension of No. 238 Freeway or (Foothill Freeway) a one mile section through the city of Hayward at a cost of 3.8 million.

At the city council meeting 4-6 the proposed freeway was on the agenda and was opposed by several ecology groups. At that session our V.O.T.E. Committee was referred to as Hard-hats and of the committee each voiced very forceful support of this freeway, taking on the Bicycle Association and the Sierra Club who were opposed to the construction of the Foothill Freeway altogether, throughout the evening. In the final decision the city council voted unanimously to proceed with the freeway as proposed.

Our members of the V.O.T.E. Committee did an outstanding job at that meeting and are looking forward to more action on local government level.

Work in Southern Alameda has begun to pick up now. The quarries are in production and have about 500 members working in the southern part of the county.

Most of the shops have put on mechanics and a few have laid off. We hate to see the equipment shop work fall off, at this time of the year especially. We are sure that as the good weather continues the few shops that had to lay off will be back to work shortly.

TECH NOTES

By **PAUL WISE**

Here it is May and we can tell it's almost summer by the tans you brother engineers are starting to get from the nice weather we've been having.

The Surveying and Testing fields are starting to materialize after a slow start at the beginning of the year. As far as our brother engineers, the cat-skinners, grade checkers, etc., their work picture is still way down, so when you're out on the job do some bird dogging for job placement violations and call the nearest business agent for as you well know, and if you don't you should, the entire membership of Local 3 has got to start working together and helping his brother engineers.

Stanford University is disposing of a number of old transits and levels, all of U.S. manufacture. If any Local 3 member would like to pick up a used instrument at a good price, contact Prof. James Douglas, Dept. of Civil Engineers, Stanford University, phone (415) 321-2300, ext. 4448.

We would like to welcome the following firms who have signed agreements with Local 3 (surveying firms): Pierce-Ramey & Assoc. of San Leandro, C&H Engineering Co. of San Carlos, Robert C. Humann & Assoc. of Lafayette, Kemmerer Engineering Co., Inc. of Daly City and the testing firm of Tectronic Associates of Castro Valley.

Brothers, your blood bank is doing pretty good, but we still need more donations, so would you please help yourself and

family and donate the next convenient time.

OAKLAND BLOOD BANK

The Blood Bank is starting to go pretty well but we still need more donations. If you are able to give blood and have not yet done so please call our Oakland Office or your Local Blood Chairman to get the dates that the Mobile Units will be in your area. Be sure you send your Blood Donor Receipts in to the office so that we can keep track of who has donated blood.

We have received Donor Receipts from the following people and wish to thank them for their donations:

Carrel Brookshire
Jim Hatmaker
Mrs. Michele Lampley
Paul Landstrom
Heinz Panchar
James Pruden
George Wilkins
Rafael Gusman
Ernest Hoperstad
Bud Lampley
Malcolm Leslie
Richard Peterson
Robert Shaw

Blood has been released to:

Doyle Cowell
Stan Bergman
Erican Mitchell (daughter of Mr. and Mrs. Charles Mitchell).

We wish all our recipients a speedy recovery.

WEST CONTRA COSTA

By **TOM CARTER**

The work in the area has picked up slightly since the coming of the fine spring weather. Most of the contractors have called their regular crews back to work and are now adding to the work force as needed.

The Rapid Transit work in the area is being completed pretty rapidly now. Several contractors are busy on the three stations in Berkeley. They are installing the electrical equipment and finishing the insides. At this time all the rails are installed from El Cerrito through the Berkeley Stations and the Electrical Contractor is starting to place the power rails. W. A. Smith Const. has started to place the rails in the two remaining stations in Richmond. This part of their contract should last the rest of the year.

Elmer J. Freethy Construction has their crew busy on the Summit Reservoir located in the Berkeley Hills. This is a two phase job and the first section is scheduled to be let about May 15. The second phase will be completed in September. This same company was low bidder on a Treatment Plant in the South Bay. This project is a 3 million dollar contract and will keep a large crew busy for about two years.

On April 20 bids are scheduled to be opened for a storm sewer job in Richmond. The Engineer estimates for the job is about 3 million. The work should start about the end of May.

UPPER CONTRA COSTA

By **JOHN NORRIS**

Things are looking up in Upper Contra Costa County at this time. Gallagher and Burk now have a 300,000 yard dirt job in Pleasant Hill with a crew of fifteen brothers on equipment. This is going to be a good little job with some fairly long hauls and with some luck will keep these brothers busy until the company can pick up another job.

Oliver de Silva has a lot of



NEW BART STATION in Concord, California recently as Local Union No. 3 surveyors began preparing the way for the big earthmoving machines. In the top photo Brother Dennis Davis, Duff Surveys, lines up a site, while in the lower photo, Brother Glenn Carsten, Murray & McCormick, stakes the way for the construction crews.

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Survey Notes

By **MARTY COORPENDER**

We had expected to have almost all the surveyors off the list by now, but it has failed to happen. It is still expected to be a better year than last, but will be as late in starting as last year. However, most firms have their old crews back working and do anticipate putting on more guys. There seems to be a desire to get going on new projects, but are holding back, maybe figuring there will be more rain. Summer still hasn't arrived in the hills and around the Lake. When that happens there should be plenty of work to keep everyone busy.

A few construction companies have hired a surveyor or two lately, which will help the list; just have to convince them that an engineer can do their job, instead of a carpenter.

I appreciate the calls that tell me where these non-union firms are working, and have been able in a few cases to get our firms put in their place. There are a few more I would like to get, so if you do see anyone, give me a call as soon as possible.

We expect to be going into negotiations probably before this hits the press and we will keep you in touch with what is going on as much as possible.

Brothers: We need more donors for the Blood Bank desperately, so do get in and give, if at all possible, to the Operating Engineers Blood Bank in your area.

Bill to Abolish Repossession of Autos in Debts

Legislation to abolish deficiency judgments on auto sales contracts won Senate approval on a 41 to 22 vote last week and was sent to the Senate.

The measure, AB 620, introduced by Assemblyman Henry Waxman (D-Los Angeles) and supported by the California Labor Federation, AFL-CIO, would protect consumers who default on their car payments and suffer repossession of their cars from then being sued for the balance due on the car less any amount resulting from resale of the repossessed car to a third party.

In essence, the legislation is designed to protect consumers from being forced to pay for a vehicle that's been taken away from them even though they have already lost the money they paid on the car before defaulting on the payment and no longer possess the car.

All votes against AB 620 were cast by Republicans.

The legislation is similar to a Federation-sponsored bill that won enactment in the 1963 session (AB 481-Foran) which prohibited deficiency judgments of repossessed household goods.

MONEY!

The government is fortunate that taxpayers have what it takes.

Paper Heads Slow Mail For Redding

By KEN GREEN

Redding's application for an enclosed, air-conditioned mail was bounced from Washington



Ken Green

was sending it to San Francisco for "decision and action."

That means that the San Francisco office of HUD, which originally held Redding's application from July 29 to December 23, before sending it on to Washington marked for approval, now gets it back. And there's no telling how long it will be before San Francisco makes a decision. One spokesman in the San Francisco office said that Redding's amended application for additional funds was "Thoroughly and completely justified."

Redding's original \$3.5 million mail application, approved by HUD, did not ask for air conditioning. The amended application now before HUD asks for \$5,648,841, an increase of \$2,179,986 to provide for enclosing and airconditioning the mail.

Actual construction of the mail is scheduled to begin in about nine months. Meanwhile, a bill introduced by Senator Fred Marler, Redding, which would allow a levy of \$2 per \$100 of assessed evaluation for land owners in the mail projects, is to come before the Senate Committee on Local Government on April 13.

Two Red Bluff firms were the low bidders for the Dog Island fishing access. W. H. Lindeman and Sons submitted the low bid of \$44,100 for the restrooms and parking lot complex to be located on the higher ground near Main St. L. T. Anderson Construction Company was the low bidder for the bridge with \$30,745. Along with his bid, Anderson introduced a proposed design change, apparently acceptable to the engineers, which could reduce the amount by \$3,500 and bring the total project cost within the amount estimated by the engineers. Cost of the project, an estimated \$60,000, is to be borne by the Wildlife Conservation Board.

Bit by bit, one of California's biggest construction jobs is nearing completion: the 800 mile long \$1.5 billion Interstate 5 freeway. Even in California, the state of freeways, Interstate 5 stands out. Stretching from Mexico to Oregon, it will be the longest freeway in the state when the final link is built, probably sometime in 1974. It will provide a third major route between Los Angeles and the San Francisco Bay area and the second up California's farm rich Central Valley.

The final link of two-lane is scheduled to come to bid in Sacramento on Wednesday, April 14. This project was temporarily delayed when President Nixon suspended the Da-



Dear Mr. Clem:

I want to thank all who helped me during the long illness of my husband, Fred Biven.

Also to thank you for the beautiful Bible.

Don't know what we would have done without the help of the Health and Welfare Fund to help pay for his long stay in the hospital.

Many people do not realize how much a Union can help them when they really need it.

Most sincerely,
Mrs. Fred Biven

vis-Bacon Act, but opening of the bids is scheduled again.

All subdivision growth in Siskiyou County should be halted "until need and feasibility are determined," says the final report of the county's 1970 Grand Jury. The grand jury recommendation would stop brand new subdivisions and halt further growth in existing subdivisions until the developers prove there's a real need for more parcels to sell and prove that engineering and environmental problems have been solved.

The strongest criticism of subdivisions was reserved by the grand jury for the controversial Scottsden Subdivision being developed by Calimigos, Inc., on 9,000 acres at the south end of Scott Valley.

REDDING BLOOD DONORS

Once again we want to thank the many Brothers and their wives who turned out for the 1971 Annual Blood drive. The Vardanegas (Willie and Ruby) are still up on top for the number of pints donated in the Redding area. The donors were:

Roy Anderson, Lou Barnes, Dennis Bartels, Wm. Baumann, Ed Benz, Helen Bertrom, Chas. Blackburn, Irwin "Bud" Clifton, Tom Berlin, John Cialla, Bert Cordell, Glenn Copher, Joe Craig, Kenneth Cunningham, Judy Cunningham, Ferd Drayer, Louis Debevec, John DeJong, Anthony Forace, Robert Feisher, Peter Gault, Ira Gains, Sando Green, Kenneth Green, Don Griffith, Jack Griner, Lester Griffin, Joe Hodges, Orvil Johnson, Elmer Johnson, Jenny Johnson, Louis Kinos, A. L. Krone, Ann Krone, Ernest Lafond, Bob Alexander, R. L. McDonald, Russell McConnell, James Melby, L. J. Michaels Sr., Walter Menk, Jim Monson, Ed Milligan, John Nash, Donald Norred, Marie Norris, Ted Osborn, Jeanne Parrish, Charles Polter, Walter Praebstel, Roy Robinson, Kitty Sabar, Vernon Schuette, Bill Smith, Shirley Stockton, Harold Trinklein, Ruby Vardanega, Willie Vardanega, Art Weggen, Lennie Wells.

NEW HONORARY HARDHAT is Utah's Gov. Calvin L. Rampton shown operating a crawler tractor with Utah Tech student Clayton Chrom during groundbreaking ceremonies for that institution's new \$3.9 million technology building.

\$10 Million Standard Plant Now Slated for Early June Kickoff

By TOM BILLS, WAYNE LASITER, KAY LEISHMAN, LAKE AUSTIN and RALPH WILSON

Work in the Salt Lake City area, at long last, has begun to move. The past winter has been an "on again, off again" situation with streaks of winter mixed with ideal conditions. Many of the contractors are "spooked" about "cranking up."

Tom Bills

Cox Construction's getting started on the Timpe job and W. W. Clyde Construction is getting underway on the Bonnevillie cut-off. Industrial Construction has work for another month or so at Dell.

Standard Oil Company has let approximately \$10 million on an expansion project. Foster-Wheeler is the low bidder and will probably kick off around the 1st of June. This is primarily a coke plant and will necessitate the spending of about \$1,250,000 on an air purification filter system. W. P. Harlin are sub-contractors and have all the excavation and footings.

Natural Pipeline Company from Lakeville, Minnesota has been awarded the construction of 136 miles of coaxial cable that will run from Fontenelle, Wyoming to Brigham City, Utah. Because the job is half in Utah and half in Wyoming, a joint pre-job was held between Locals No. 2 and 326. The company requested permission to use the same crew throughout the entire job and it was agreed that the job

would be manned equally between Locals No. 3 and 326. We are anticipating work on this job for about twenty-five of the brothers.

The 136 miles is part of the transcontinental cable for American Telephone and Telegraph Company. When it is completed it will connect Oakland, California to New York City. The section from Brigham City on to Nevada is scheduled for bidding in the near future.

The Defense Department has requested more than \$21 million for new construction at the Ogden area's two military installations. The largest portion of the request, \$19,585,000, is earmarked for Hill Air Force Base with the other \$1,452,000 scheduled for the Defense Depot. This is the largest one-year construction appropriation ever requested for Hill Air Force Base.

Work in the Provo area is trying hard to get started. Most of the snow is gone and wherever it's not too muddy the brother engineers are starting to earn some decent checks after a long winter.

The Water Hollow tunnel job should be completed by the time this is printed in the Engineers News. However, Healy's new tunnel job should be off and running. The new tunnel job will provide much needed work in this area and, once the tunnel is started, it should keep going until completed. Burgess Construction at Soldier Creek will probably last for two more working seasons after they get the dirt spread going full bore. The sub-contractor, Harrison-Western, is ready to hole through on the diversion tunnels. This will be the last phase of the job before the dirt equipment can get started.

In the southeastern part of state the dirt spreads are going well and many of the jobs are setting up crushing plants. Nevada Rock and Sand has two separate jobs working in this area with a large number of Operating Engineers getting regular checks. Both jobs should be a full season's work.

Thorn Construction has a small job just outside of Nephi, keeping a few brothers busy. They also have a dirt spread working in St. George. Thorn Construction has new equipment on this job and the company is sending more equipment as it is available.

W. W. Clyde Construction and Strong Construction yards are busy getting equipment sent to the various jobs, and if the trend continues, both yards will soon be empty.

The rock, sand and gravel plants are starting to stockpile material in anticipation of a good work load for this season and one of the plants is planning a two-shift operation in the very near future.

There are a number of small jobs going in the immediate Provo area but none of them last long enough to get many of the Brothers on the payroll for any length of time. The Telephone Company is planning some underground work this season but it will probably be the middle of the summer before they can get started.

Dear Officers and Members of Operating Engineers Local No. 3. I wish to thank and say how much I appreciate the kindness and sympathy you showed at the passing of my husband B. B. Jones, also the beautiful Bible. I shall cherish it always. Thanking again,
Faye M. Jensen
(Mrs. O. B. Jensen)

Exploration Starts! Drilling Programs Spurt As Spring Opens Nevada

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

Spring weather has created a chain reaction of drilling programs throughout Northern Nevada. Cortez Gold Mine has put together an exploration program this summer that will be second to none in this area. Union Pacific, who has contracted their exploration drilling to Boyles Brothers in the Long Canyon area south of Battle Mountain, is maintaining a steady drilling program. Duval Corporation is also planning on doing more exploration work in the Copper Canyon area.

Duval employees at the Battle Mountain property have already begun work on the proposals for their new contract. The present contract expires February 1, 1972. They feel it is necessary to get an early start so they can be sure to cover all areas of their contract.

Due to the fact that Duval Corporation has changed from a 44 hour week to a 40 hour week, causing a substantial loss of income to employees, we expect a high rate of turnover this summer.

The Anaconda Copper Corporation Steward's Committee has completed the proposals for their new contract. The old contract expires July 31, 1971. We anticipate and sincerely hope the Anaconda Copper Corporation is receptive to these proposals. The last negotiations between the company and its employees resulted in a seven month strike.

Hughes & Ladd have started work on Kingsbury Grade. They have nine Engineers and two Apprentices working at this writing. They came to us from Redding and if they are representative of that area, Nevada could use many more like them.

Brunzell has gone back to work at Stateline on the condominiums they started last fall. They have one of Reno Iron's cranes on the Crystal Bay job now. It's hanging iron while their own is still pouring concrete.

Tahoe Asphalt Paving has started a job on Pioneer Trail this week (widening and resurfacing) they have the same crew as last year.

The William Simpson Company has moved back into Tahoe Keyes and have the same crew as last year. The development of this area has been steady over the last few years and looks good for the foreseeable future.

C. Norman Peterson, on a contract from the Simpson Co., is building a water purification plant at the Keyes. They have changed supervision from last year, which can't be anything but the best.

Sub-Terra, Inc. now has the lease on the pit at Tahoe City that Gebhardt Construction has worked for the past several years. They have moved in a bigger plant and have their production sights set high.

A. Teichert & Son have called back five Engineers at the plant in Truckee, but don't expect to start making material until May 1st. They were low

bidder at \$488,345 on a California Department of Highways job located between 5.4 miles of Truckee and 0.7 miles east of Floriston.

On March 26th, R. E. Ferretto Construction Co. was low bidder at \$113,550 on some subdivision work being let by McKeon Construction in Reno.

Sierra Paving, Inc., at an undisclosed price, was low bidder on site preparation and paving of a parking lot for Harrah's Club at Stateline Nevada.

The North Fork job on State Route 51 in Elko County is up for rebid on April 22. This is just over 10 miles of secondary highway. This job was pulled two days before the bids were to be opened due to President Nixon's suspension of the Davis-Bacon Act.

The Nevada Department of Highways has set May 5 as bid day for the start on Carlin Canyon. It consists of construction of a portion of frontage road, excavating for tunnel portals, and construction bridges and approaches. After this is completed, the tunnels should be the next to go.

Helms Construction Co. on their Elko East job, will start their paving around the first of May, weather permitting. The crusher is crushing now and will keep going until approximately the end of June. On this job they are running two shifts with around 18 Brother Engineers working.

Helms Construction Co., on the Elko West job, is finishing up the west bound lane and will be starting on the east bound lane as soon as they can get the west bound lane paved and switch the traffic, which should be around the end of May. The crusher is running 3 shifts with 37 Engineers on the project.

Parsons Construction Co., in Winnemucca, has started to haul their select on the west bound lane. They hope to have this completed by the end of June. The dirt spread has approximately 3 more weeks of work to complete their end of the job.

M. Morrin & Son, on the same project, has about 3 more structures to complete their phase of the job.

Helms Construction Co., who landed the 395 North job about 3 weeks ago, is well underway and at this time has 22 Brother Engineers on the payroll. This job will tie into the Spaghetti Bowl job, which is now being completed, and will start paving in the mid-summer. They also have a few street jobs around the cities of Reno and Sparks.

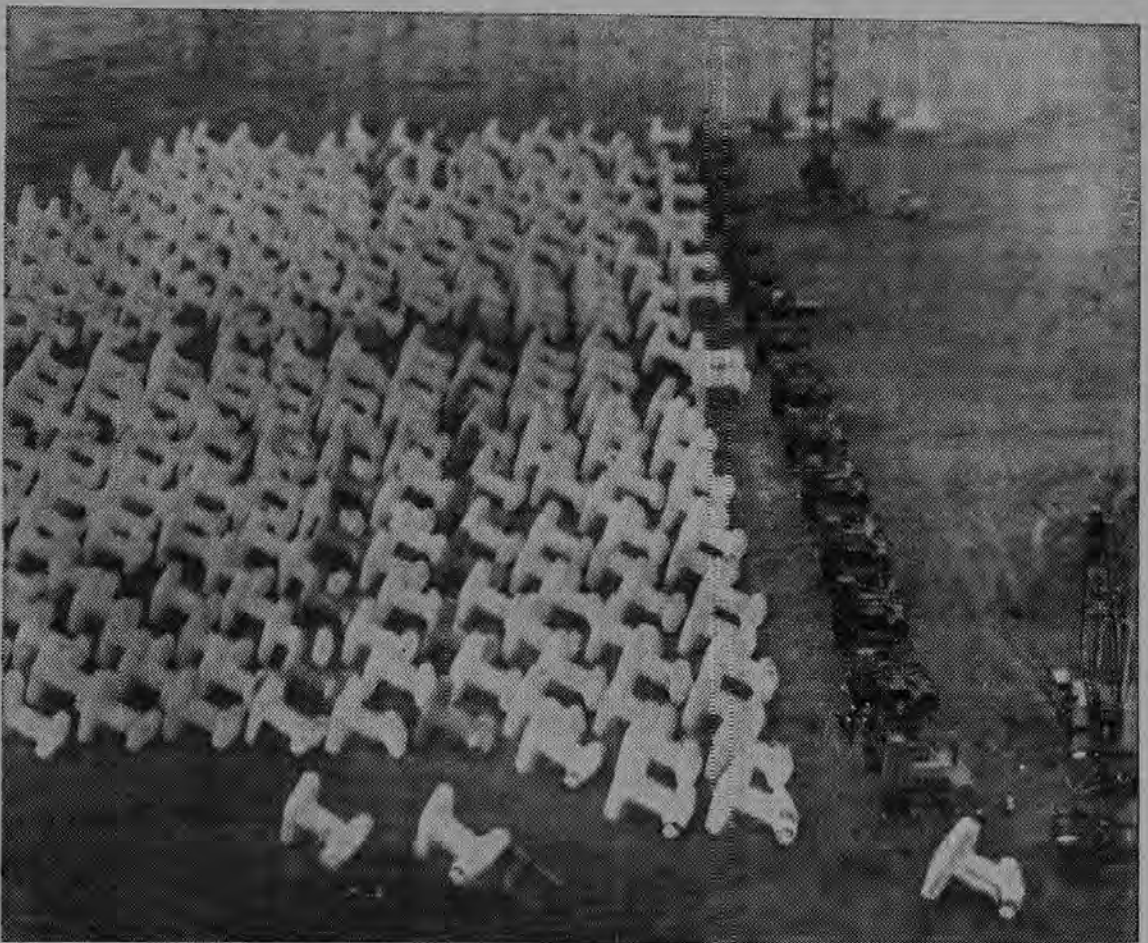
Crooks Bros. Co. has completed their canal job. The water was turned into the canal last Monday. It looks like it was a good job.

Frehner Trucking Company's crusher is working at the present time crushing rock for the ramp for the Sutro-Wells overpass. The job is coming along smoothly so far.

Nevada Paving, on their Carson City project, should be ready to start paving in the next few weeks on the widening of 395 South.

Ferretto Construction Co. is 80 per cent complete on the Bell Telephone Building in Reno. This project still has a few Engineers on the payroll.

(See DRILL SPURT on Page 12)



HUMBOLDT BAY repair project by Umpqua River Navigation Co. on the South Jetty is still moving as Operating Engineers keep dolos pours busy between rains. In the above photo (foreground) Brother Ken Kennard and Brother Otto Uutella stop forms from dolos with 3900 Manitowoc, while in the background, Brothers Fred Adams and Rex Nichols handle the concrete buckets with a 150 ton American.

North Country Starts Are Few As Weather is Fickle Force

By RAY COOPER and
EUGENE LAKE

Here on the North Coast the rain continues to keep the construction industry at a virtual standstill. No new projects of any size have been advertised for or awarded in the past month.



Ray Cooper

At Klamath Glen Granite Construction Co. is getting off to a good start. More equipment seems to be coming in almost daily. The brothers on this project are working 5-10's at present. They have the prospects of a very good work season ahead of them.

Eugene Luhr Company is in the process of moving their equipment out of the area now they have finished their Eel River levee job.

Earl Nally is moving in on his North Bank road project near Crescent City. This job will consist of grading and paving to provide a modern and safe two-lane highway. The total cost of the job is \$738,248. Here a break in the weather will be necessary before any work can begin.

Also, in Del Norte County, Redwood Empire Aggregates has been awarded three small road jobs recently. All three jobs consist of left turn lanes on Highway 101 near Crescent City. The total cost is slightly in excess of \$110,000.

Ray Kizer's project at Summit Valley is still snowed in at this time.

At the South Jetty Umpqua River Navigation Company is still busy pouring dolos between rains. Their new 4600 Manitowoc which is still mounted on a barge at the present time is unloading rock. In the next week or so the rig will be

brought ashore. The ring attachment should also be arriving in the near future.

Ray Kizer at Stafford still has a small crew going trying to get the north-bound lane ready for black top. K. S. Mitty is keeping a couple of brothers busy on this job placing rip-rap.

The first bid for core drilling at Butler Valley Dam site was opened recently in San Francisco. Low bidder was the J. N. Pitcher Company of San Francisco.

At the present time Tom Coy had a 46-A building a road into the drill site.

Guy F. Atkinson Company has all but completed the Eureka-Samoa bridge. The dedication ceremony will be held on May 22, 1971 with official opening about a week later.

Granite Construction Company at Blue Lake is still virtually shut down waiting for dry weather.

Ray Kizer at Berry Summit on Highway 299 is back to

work again, hoping to get finished sometime in July.

On Highway 36 at Butte Creek Art Burman has his crusher set up and is trying to get "into specs" on the gravel. As far as the dirt is concerned on this project the same story as elsewhere—too wet to plow.

With a little bit of cooperation from the weatherman we will be seeing a lot of you good brothers going back to work. In the next issue we hope to be able to say that another long Humboldt winter has passed.

In closing we want to thank you brothers for your fine attendance at our recent district meeting which President Paul Edgecomb explained the need for political awareness and support for properly endorsed candidates, also, special thanks to all you brothers who have made your generous contributions to "Supporters of Engineers Local No. 3 Federal Endorsed Candidates." Keep the checks rolling in!!!!

AMERICAN WATER WORKS ASSOCIATION

Mr. Edward Park
California State Conference of
Operating Engineers
2555 Flores Street, Suite 390
San Mateo, California 94403

Dear Mr. Park:

On behalf of the California Section of the American Water Works Association I want to thank you for your presentation at our San Diego Conference on the subject of "Management and Organized Labor."

We recognize that preparation and presentation of this paper took much of your valuable time and your efforts are very much appreciated by our Association. We received many comments regarding the value of your presentation, including several to the effect that it was the high light of the Conference as far as creating interest in a subject.

I think it was obvious from the questions and comments received on conclusion of your talk that you introduced some provocative points which made us all think. I personally appreciated your skill in taking a subject which could have become quite technical, and making a very interesting and entertaining presentation.

It was a pleasure meeting you in San Diego and I look forward to seeing you again sometime in the future.

Very truly yours,
Karl A. Johnson, Vice-Chairman
Business Management Division

Blood Bank, Bottles Spark Marysville News

By HAROLD HUSTON
District Representative and Auditor



Harold Huston

We want to again express our appreciation to all the brothers who attended our last district meeting held in Marysville on April 8th. The Union is every member and all must take an active part to keep the strong, healthy organization we now have and enjoy.

Many times members call us or come in to us and ask us what has happened to this or that brother engineer who has retired. We thought we would publish a close-up article from time to time about one of our good brothers who has retired and is enjoying the many benefits negotiated for them by our good Business Manager and International Vice President, Brother Al Clem, and the rest of the officers.

"A CLOSE-UP OF A RETIRED ENGINEER"

We are proud to present our first article along this line. Brother Robert C. Workman, a former employee of Marysville Tractor, in Marysville, now called Tenco Tractor, and located in Pleasant Grove. Bob has many hobbies to keep he and his lovely wife, Lottie, busy since his retirement. We'd like to discuss one of them in this article, that of antique collecting, principally bottles and glassware. They also collect buttons, furniture, pictures, stoneware, and Chinese artifacts.

Bob and Lottie's home on Hile Avenue in Linda is literally filled with their various collections. They've had to convert their 25 foot square "square dance room" into a bottle cellar to house their extensive collection.

The collection begins in the kitchen, which is the door most visitors to the Workman home enter first. There's a cabinet filled with cobalt blue bottles, an extensive salt and pepper collection, and among other things a beer bottle labeled "Marysville Street Fair 1903" etched into it.

Carnival glassware pieces and pewter line the halls in various beautiful old cabinets and cupboards. A former bedroom houses a beautiful collection of ink wells. In the living room, there is a Coca-Cola collection with bottles dating from the beginning of the company and from places as far away as Europe and Alaska. There is also a Jim Beam whiskey commemorative collection. A coffee table holds a unique collection of pocket knives. A china cupboard that belonged to Mr. Workman's mother holds fine china, silver, pewter and crystal pieces, some of which have been in the families of Bob and Lottie for several generations.

This alone would seem like a large collection and much work involved, but a door opens off the living room and you step down into the former "Square Dance room." This houses over 2,500 different kinds of bottles. Lining the walls and in neat shelves in the center of the room are patent medicine bottles with labels such as "Dr. Miles New Heart Cure," dated



COLLECTORS PAR EXCELLENCE are Brother and Mrs. Robert C. Workman shown with some of their unique bottle collection. Brother Workman, a former employee of Tenco Tractor in Marysville and now retired, is also joined by his wife in collecting buttons, furniture, pictures, stoneware and Chinese artifacts.

1880; "Dr. King's New Discovery for Consumption"; "Es-kay's Pre-Digested Food"; "Ozomulsion"; and a bottle labeled "Iodia," which contains 30 per cent alcohol and was good for syphilis, abortions and numerous illnesses and "Mrs. Winslow's Opium Medicine," which has been blamed for the deaths of many babies before the turn of the century.

For people who neither smoke nor drink, the Workmans have an extensive collection of whiskey bottles and they are well outfitted for opium smoking.

Their Chinese collection contains many different pots that have that glazed turning to a rough finish that is popular so much today. The smaller ones carry opium paste from China. The larger ones as big as bushel baskets, carried herbs and ginger.

The Workmans dig for their bottles much as archeologists dig for artifacts. When they find what is a hopeful looking dump site, they shovel the surface off and then work down until they find a bottle. After the first find, they switch to smaller tools. Bob is a good digger and has broken only a few bottles in his excavating.

UNUSUAL FIND — While digging at the excavation of the new North Beale Road Underpass, Bob uncovered the skeleton of an Indian squatting with his elbows on his knees. He thought the skeleton was one of a child, but changed his mind after examining the teeth, which were well worn down. The skeleton is now in a glass case in the bottle cellar with the rib bones still encased by the dirt in which it was buried.

BOTTLES — Their principal collection is still bottles, however. The monetary value means little to them. They determine their worth by the hours spent digging and later cleaning them. The Workmans spend very little on this hobby of theirs also.

They have dug in Virginia City, Goldfield, Silver Peak, Tonopah and Amora, Nevada. An old dump in Montana was opened up while they were vacationing nearby. They found several cobalt blue bottles which are quite rare. Lottie

says there were so many "diggers" that the site looked like a little city. Campers and tents were all over the place. The dump was finally closed by the city when people began to dig outside the fence, on the highway right-of-way and the adjoining golf course. Bob and Lottie netted over 500 bottles in this find. They brought them back in their little sedan.

Seventy-five per cent of their bottles have come from Marysville and surrounding area. Mostly the old part of the levees.

START AT TENCO — The Workmans began all this one day when Bob still worked at Tenco Tractor, and he watched a grader work over some land in back of the old plant. He brought home 5 cartons of bottles that night and hasn't stopped since. Bob did wait until other people began digging behind the Tenco complex before he collected more. This was in 1962. Lottie has done some research on Marysville and has a bottle from the Hornung Drugstore located at 72 D St., 1856. She thinks these may have come around the "horn" as the first glassworks was not begun in San Francisco until 1862.

Lottie has told us that it's the manganese in a bottle that makes it turn purple, and if you have one, it has to be from before the World War I.

The Workmans tell us that there's not too much future in digging. Most of the places have already been dug and redug. There's little chance of future generations digging out our bottles, because we use too much plastic.

A big "thank you" to Bob and Lottie Workman for sharing their fun and pastime with us.

OPERATING ENGINEERS LOCAL UNION No. 3, MARYSVILLE DISTRICT 60 BLOOD BANK — At our last district meeting, held in Marysville, some of the brothers requested information as to the time, place and dates that they may donate blood.

Schedule is as follows: Marysville: Marysville Elks Lodge basement, 920 D Street,

Marysville: 2nd Tuesday each month, 12 a.m. to 1 p.m. and 2 p.m. to 6 p.m. Oroville, Medical Center, 2767 Olive Hwy., Oroville: 1st Thursday of each month, 1 p.m. to 6 p.m. Chico, The Chico Blood Donor Center, located at 169 Cohasset Road in Chico is not taking donors at present time.

We would appreciate any of you brothers, families or friends, when you give blood that you tell them to give credit to our blood bank as listed above.

A hearty thanks to the following donors for the past month: Sandra Bettis, Bonnie Elwell, James D. Hawk and Shirley Brock.

By DAN SENECHAL,
Business Representative

East of the Feather River and the Mountain Area, Hughes & Ladd Inc. of Redding was low bidder on a Division of Highways Project to reconstruct and widen a two-mile section of Highway 49 in Sierra County, four miles west of Downieville.

The Redding firm was low bidder of six bids received at \$2,264,018.50. The work includes a new reinforced concrete bridge across Goodyears Creek.

Highway 49 is part of California's Scenic Highway System and the construction on it will not only make the road safer, but will blend it with its mountain environment. The alignment in the project zone follows the rugged canyon above the North Yuba River. Several pullout areas are included in the plan. These will afford motorists an opportunity to get off the highway and enjoy the view.

This project will require two construction seasons.

Up the canyon on Highway 49, about seven miles from Hughes & Ladd's new project, Pacific Excavator are waiting for the dirt to dry so they can move back on their Forest Service Project.

When the snow fell last winter they moved the equipment to their Autumn Project where the brothers enjoyed a good winter of work. But by early May they should be able to start moving material at Union

Flat on Highway 49.

A. Teichert and Sons of Yuba City will be late May or early June before they will be able to start completion of their Gold Lake Project in Plumas County. All the materials are made and are stock piled at Sulphur Creek. But because they are on the North-West side of the Sierra Mountain Range, it will take longer to melt snow that at this writing is covering the project.

Two County Highway Jobs to Bid — One Plumas County Project provides for realigning a mile of Route 36 in order to improve several curves. Work limits extend from 4.3 to 5.3 miles east of the Plumas-Tehama County line. A total of \$360,000 is available for the work.

A traffic safety project is scheduled for Route 70 in Eastern Plumas County. The two-lane conventional highway will be widened to four lanes for about a fifth of a mile on either side of its intersection with Frenchman Lake Road in Chilcoat. Approximately \$76,000 is available for the work.

A. A. CELLINI,
Business Representative
WEST SIDE

Jobs in the area are still trying to get started. Weather is one of the reasons and another reason is no new work being let at this time.

Once again Fish Screen Project for Glen-Colusa pumping plant has started. Williamette-Western Pacific is doing the work and is approximately 45 per cent completed on the \$2,100,000 project. There is additional work in aligning one of the tributaries of the Sacramento River, which was caused by the winter floods on this project. When the Fish Screen is completed it will save an estimated one million Salmon each year and also protect the pumps for the canal from getting plugged with logs and other debris in the winter rain and at high water. Operators working on the project are Brothers Norris Read, Job Steward, Ira Bashaw and Gordon Wickander, Crane Operators and Oilers are Ken Bettis and Ken Nicholson.

Lord-Bishop Project at Ord Bend is starting again, but every time they get moved in on location with rigs, the Sacramento River comes up a few feet so they have to back off.

Baldwin Construction has started a sewer job on Gray Avenue and a job on Onstott Highway south of Yuba City. Small jobs, but will keep a few brothers working.

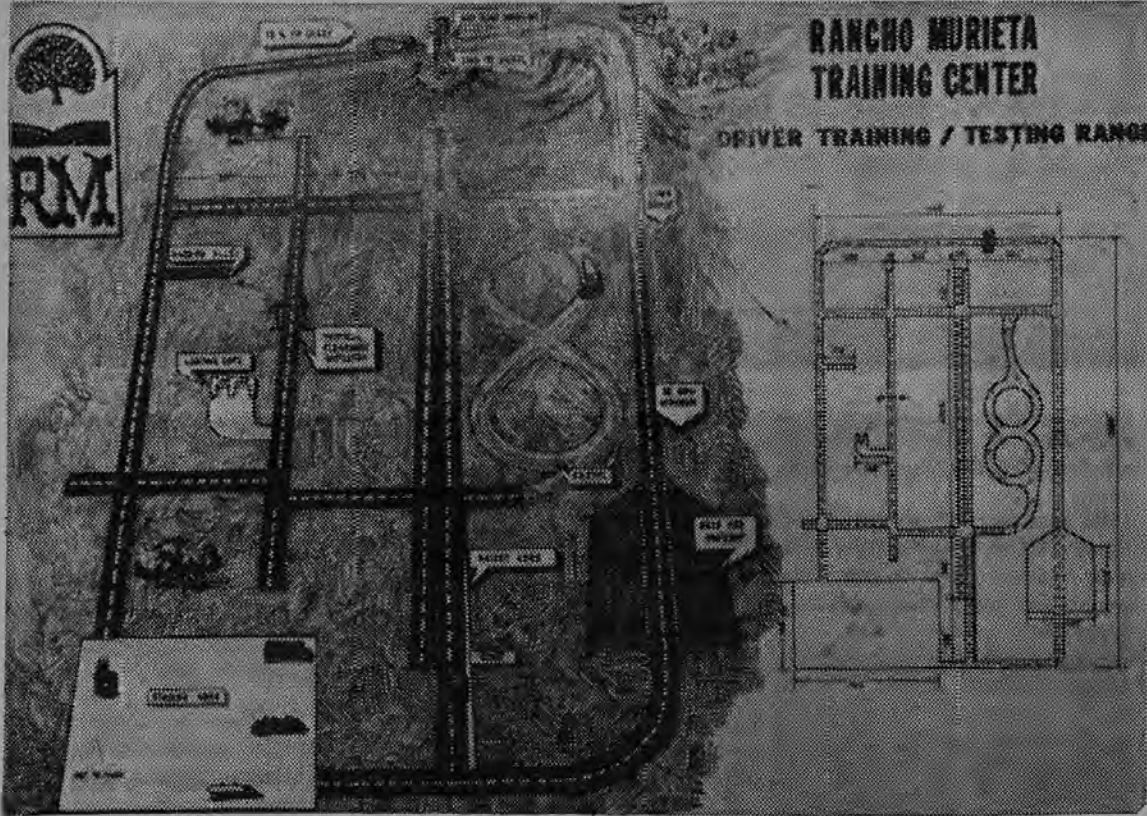
A. Teichert and Son now has the shop and field service crew back in full force in Yuba City yard and they have also started on their level project in Meridian and Grimes.

At this writing brothers are hoping for more jobs and projects to start in the area. It has been a very long winter.

Operating Engineers
Local 3
San Francisco, Calif.
Dear Sirs:

At the request of, and in behalf of Mrs. Ethel Dickson, surviving widow of William R. Dickson, I'm writing this brief letter to convey her acknowledgement and appreciation to the Operating Engineers for your considerations, benefits and the lovely Bible for which she has received.

Sincerely,
Mrs. Vern Gailey
(Son in law)



NEW DRIVER TRAINING & Testing Range co-sponsored by the State Department of Motor Vehicles and the Rancho Murieta Training Center at Sloughhouse, California, is shown in the above projection and schematic layout and is expected to go into operation in the very near future.

Highway Training Program Now In Effect in Some State Areas

By BILL GAINES
Director Affirmative
Action Program

In recent months, the new Highway Department Training Program (7-2 (2) has become operative in a number of areas and on a number of jobs that directly affect the apprenticeship program.

Under this Federal Training Program the State Highway Department determines in concert with the contractors involved, the number of "trainees" to be assigned to a particular road building job.

Contractors involved in the specific job are reimbursed \$800 for each trainee or 80¢ per hour for each hour training is received up to a maximum of 1000 hours. At this stage of the game, all highway jobs that are let do not necessarily come under this program, however we may anticipate that the number of jobs under the Federal training program will increase. The number of trainees

preassigned to each job include all crafts involved. Usually the Operating Engineers can expect to have about 50 per cent of the total number of trainees on a particular job.

Contractors' training programs on each job are monitored by both State and Federal Highway Compliance personnel to insure that the programs function in a manner consistent with the equal employment obligations of Federal-Aid Highway Contracts.

We have and fully intend to continue to supply all required trainees as defined by the Federal Highway Program, from our formal apprenticeship roles at the rates already established. Specific arrangements toward this end have been made with all State Highway Departments with which we are concerned.

The compliance aspects of these Federal Programs are very closely tied to the letting of the contracts and interruption of jobs in progress is ap-

parently increasingly easy to manage whenever violations are established and persist. In this regard it would seem only reasonable and wholly consistent with our employment needs to continue specific efforts to satisfy equal opportunity obligations and thus avoid work interruptions for much larger numbers of Operating Engineers.

We have had experience now with some 8 to 10 road jobs that come under this Federal Highway Program and have been able to deliver on each occasion an adequate trainee number and balance.

There are situations developing regarding "within area manning provisions" on Model Cities and urban development contracts vis-a-vis trainees that tend to complicate the picture. However, the details of this kind of problem should probably properly be the subject of yet another article.

Special Election Set June 22 for Key Senate Seat

A special primary election has been set by Governor Ronald Reagan for Tuesday, June 22, to fill the 27th District State Senate seat vacated by George E. Danielson earlier this year.

Danielson resigned after his election to Congress as the representative of the 29th Congressional District in Los Angeles.

If no candidate wins a clear majority in the primary election, a runoff election will be held Tuesday, July 20.

Two Democratic Assemblymen—Alex P. Garcia and David A. Roberti—have indicated interest in the Senate seat.

The Senate is now divided among 20 Democrats and 19 Republicans. If a Republican should win the seat, the GOP would recapture control of the State Senate since the upper house would then be divided 20 to 20 and Republican Lt. Governor Ed Reinecke, as presiding officer of the Senate, would be eligible to vote in the event of a tie.

A Little History:

Apprenticeship Trades Played Vital Union Role

By LOU JONES
Coordinator

The name apprenticeship evolved from the French language. Apprendre—to learn. Few of us realize that apprenticeship is recognized in medieval history. So far as it can be seen it arose in the middle ages and formed an integral part of the systems of trade guilds and unions by which skilled laborers of all kinds sought protection against feudal lords and the maintenance of those exclusive fields, which, in the interest of the public, they were favored.

This system can be recognized by anyone who is a member of any union as the beginning of Unionism as we know it today. In those times it was believed that neither arts nor sciences could flourish unless only such were allowed to practice them as had given proof of reasonable proficiency, and were formed into bodies of unions with certain powers of certain localities, whether he be blacksmith, tailor or doctor. By a statute enacted in England in 1562 apprenticeship became the law of the land and it was ruled in this statute that no person should practice in any trade

without having first served a seven year apprenticeship.

Automation and the computer have not made obsolete the traditional trades and crafts. Technological advances have given rise to the need for new types of skills that often demand more formal education but they still require the kind of on-the-job training that for centuries has been the requisite for proficiency.

In ancient times, the apprentice was no more than an indentured slave. In the middle ages his parent or guardian paid a premium to a master to take over his training. The work week was six days and the workday was twelve to fourteen hours. Pay scales of five cents an hour were not unusual.

The Operating Engineer's Union and the various contractors associations, in recognition of the need to train in this particular trade have spared no expense in order that intense training will be available to those apprentices who have been accepted into our program. However the training is available to any member who feels that he would like to add other skills to that which he has already mastered.

Seek Tech Member's Aid in Test Criteria

VALIDATION OF QUALIFICATION TEST for FIELD SURVEY CLASSIFICATIONS

In order to set minimum qualifications for new entrants into the work pool covered under the Technical Engineers' Master Agreement, it is necessary to:

- 1) Develop a testing device.
- 2) Validate the testing device against the current work pool.

All classifications must be tested: Certified Chief of Party, Chief of Party, Instrument Man, Chainman/Rodman.

This is not a pass/fail test. Testing will be conducted by a professional firm. No names will be attached to the tests.

Select the date and place most convenient to your best purpose.

Tuesday, June 1 San Jose Area	Wednesday, June 2 Oakland Area	Thursday, June 3 Sacramento Area
801 No. 1st Street San Jose City Hall (Cafeteria-ground floor)	26 Orinda Way Orinda (Orinda School Cafeteria)	Rancho Murieta Training Center near Sloughhouse, on Jackson Road (Hwy 16) 12 miles from Perkins

All tests to begin at 7:00 P.M.

**THE MORE THE PARTICIPATION,
THE MORE ACCURATE THE RESULTS
YOUR PERSONAL INVOLVEMENT IS CRITICAL**

VICA Vips Visit RMTC

(Continued from Page 9)

apprenticeship Council for the 1971-72 term. Fred V. Adams of Gardena, an employee representative, will serve as vice chairman.

Larry Lesh, special recruiter for the Peace Corps, told the Council of the Corps' urgent need for construction personnel. At his suggestion, the Council approved, in general, the substitution of a two (2) year stint in the Peace Corps for the final year of apprenticeship training . . . with the

final approval being left to the local Joint Apprenticeship Committee. Lesh stated that recruitment would be through the local JAC and that there would be no recruitment until the JAC approved the program.

The council went on record as approving the program of the Vocational Industrial Clubs of America. This fast-growing youth organization will hold its National Convention in Fresno next May 28-30.

We Get Letters!

Mr. Harley Davidson
Joint Apprenticeship Committee
Operating Engineers Local Union No. 3
Dear Sir:

The Operating Engineers apprentice training program is truly something that every member of the union can be proud of. This program offers to qualified young men the opportunity to learn their chosen trade without making any demands upon the established public training institutions.

Our son, the late Jon Joyce, was in his second year of his apprenticeship at the time of his fatal auto accident. He was so very enthusiastic about the "Rancho Murieta" training facility where he had learned so much about heavy duty mechanics, welding, safety and where he acquired his class 1 license. Our special thanks to all of you at the "Ranch."

Jon went into the operating engineers union as a boy who had always loved big earth moving machines. His greatest ambition was to become the best heavy duty mechanic possible. Your union and the training program made his ambition a reality, but you gave him more too. Jon learned his own value as a man. He became a man, doing a man's work for a man's pay and accepting a man's responsibilities. No parents could ask more of a son than this. We are grateful that he was happy doing the thing he liked best.

Every member of the Operating Engineers Local 3 and the international share our gratitude for what you have given to our son. I'm sure there are others who must feel as we do.

When Jon Joyce left this world, even then, the union "took care of their brother". We very much appreciated the memorandum bible and all that you have done for Jon and for us.

Most Sincerely,
The Joyce Family
1835 Randall Road
San Mateo, Calif.

Apprenticeship Notes

By DANNY O. DEES,
Administrator, Joint Apprenticeship System

The familiar initials J. A. C. did not appear at the heading of our Apprenticeship Section in the last issue—instead, there appeared the initials J. A. S. The J. A. S. stands for Joint Apprenticeship System. We are going to give you a brief history of the program, which will also explain the J. A. S.

In 1958, the Business Manager of Operating Engineers Local No. 3, Al Clem, realizing the need for a training program for new persons entering the field of the operating engineer in the construction industry, was able to establish, through negotiations with the principals to the Collective Bargaining Agreements, a Joint Apprenticeship System. This system was to be administered by Management and Labor. Within this system, in the 46 counties of the State of California on September 10, 1961, in the 13 counties of the State of Nevada on August 23, 1965, in the State of Utah on June 3, 1966 and in the State of Hawaii on October 26, 1967, a set of Standards for each one of these States was developed under the States' Apprenticeship Enabling Acts. There was also established a Joint Apprenticeship Committee to administer each Set of Standards in each state; each Joint Apprenticeship Committee, under the law, to set up rules and regulations for the operation of the committee.

The thought the Business Manager had in mind in establishing a Joint Apprenticeship System under the various Collective Bargaining Agreements in each one of these states, was to tie the administration of apprenticeship standards under one administrator through one central administrative office. This has made a very uniform apprenticeship program for the apprentices and journeymen to work under throughout the entire jurisdiction of Local No. 3.

In the State of California where there are 10 districts plus 4 job placement centers, it became necessary for the California Joint Committee to establish 14 Sub-Joint Apprenticeship Committees. As of yet, it has not been necessary to establish sub-committees in Northern Nevada or the States of Utah and Hawaii.

Duties of the Sub-Joint Apprenticeship Committees are as follows:

To hold regular meetings at least once a month, keep Minutes of the actions of the committee, and forward copies of the Minutes and correspondence of the sub-committee through the Administrative office to the joint Apprenticeship Committee;

To act in an advisory capacity to the Joint Committee on matters affecting apprenticeship training in particular areas of the industry;

To act as Joint Advisory Committee for the local schools;

To see that every apprentice in the area of each sub-committee is under an Apprenticeship Agreement (the agreements are forwarded to the Administrative Office);

To make certain that each employer who participates in the apprenticeship program is capable of providing adequate work experience and will assume the responsibility of carrying out the purpose of the Standards; also to see that if an employer fails to fulfill his obligation, he will be recommended for suspension or other steps taken which are deemed appropriate;

To evaluate the progress of each apprentice prior to his advancement to the next period of work experience and related instructions, as well as to see he receives his wage increases.

Also, the Sub-Committees shall have authority to discipline apprentices at the sub-committee level in accordance with the rules and regulations for apprentices established by the Joint Apprenticeship Committee. Such action shall be binding on the apprentice, the employer, the employers' association and the union. Each apprentice shall have the right to appeal any disciplinary action taken, first through the administrative office to the Joint Apprenticeship Committee and then to the applicable State Apprenticeship Agencies.

Following are some of the key duties of the Joint Apprenticeship Committee itself:

The Joint Apprenticeship Committee is the direct responsible body under the Standards of the apprenticeship system in each state. In carrying out its total duties, it must also see that sub-committees, where they exist, carry out the duties which have been delegated to them by the Joint Apprenticeship Committee.

The members of the Joint Apprenticeship Committee are appointed by the principals to the Collective Bargaining Agreement. The Joint Apprenticeship Committee as such can not vote to accept or reject any member appointed to it by the principals of the Collective Bargaining Agreement. The State and Federal Enabling Acts require that there must be equal members on each side, also that they can only vote on an equal basis—one for one.

The Joint Apprenticeship Committee is the only body that can establish sub-joint apprenticeship committees. The same rules apply to the members and voting power at the sub-joint level as on the joint apprenticeship committee level. However, the Joint Apprenticeship Committee has made it a policy to ask the principals to the Collective Bargaining Agreements for recommendations for members to serve on sub-joint apprenticeship committees.

The Joint Apprenticeship Committee is responsible for

(See MORE NOTES Page 9)

Noted Local 3 Instructor Dies Suddenly Here

By WILLIAM
HARLEY DAVIDSON
Coordinator

A man who has been known and respected as an Operating Engineer, teacher, husband and father, Bernard "Bernie" Zimmer died after a short illness on April 26, 1971, in San Francisco.

A member of Local 3 for nearly 20 years, Brother Zimmer worked as a Master Mechanic for Haas & Haynie. His reputation as a devoted and skillful teacher in the Apprenticeship School in San Francisco will remain in the thoughts of the many people he was associated with, as well as the knowledge of his craft which he so generously shared with apprentices and co-workers.

The officers and members of Local 3 extend herewith their deep sympathy to the family, Brother Zimmer's wife Mary, his sons Don Addis, Ed Addis (who is also a member of Local 3), Bernard Zimmer III, Jim Kelly, and his daughters Bernardine Zimmer, Judy Constantinos, Linda Zimmer and Keri Zimmer.

Thomas Walter Cooper, of Stockton, a second period Apprentice working on his third period, was injured while trying to save a Brother member, while working on a dredge in the Santa Cruz Yacht Harbor for Shellmaker, Inc. We are happy to report that he has recovered sufficiently to again return to his work with Shellmaker, Inc.

Work for the Apprentices in the San Mateo-San Jose areas looks brighter than the last report, and we hope that this continues.

Youthful Trainee Seeks PEO Rate

By CLIFF MARTIN,
Coordinator

The Humboldt Bay Jetty Rehabilitation is being done by the Umpqua River Navigation Co. Mr. Edgar Johnson is the project engineer for Umpqua. He is also a member of the Eureka Sub-JAC Committee representing management. Don Dillon is Supt. on the project and also is the Executive Board member from the Eureka area. With all the activities going on within the project, they have an Apprentice, Thomas Brazil, who has chosen Plant Equipment Operator as his classification. It is felt that he will have a very good opportunity for a very good opportunity for diversified training on this project over the next year and a half. Ernest VanDyke, batch plant operator, welcomes the opportunity of instructing and explaining the operation of the automatic batch plant. He is also afforded the opportunity of running the sieve analysis on the concrete aggregate, such as sieve size, weight retained, percentage retained, making sure they are brought to specifications called for.

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Scanning The System

By ART PENNEBAKER
Asst. Administrator, Joint Apprenticeship System

When the Joint Apprenticeship Committee issues a certification to a graduating Apprentice, they are certifying that the new Journeyman has completed a designated course of study and has experienced an assigned number of hours learning specified manipulative skills. Of course this necessitates record keeping systems which are both accurate and current. Remembering that there are 13 different branches of training with as many as 12 specific categories of work training experience in each branch, and that school grades, Red Cross, First Aid Training, driver's training, safety training, etc., all have an effect on the Apprentice's advancement through the program, we begin to understand the complexity and importance of the record system and the many hours of work involved to keep it updated.

Each Apprentice's complete record must be examined each 1000 work training hours in order to evaluate his progress before advancement. Fortunately, the office has been allowed access to the sophisticated IBM record system, provided by the Local Union No. 3 central office. Without this computer system, the JAC office would be literally covered up in costly paper work. By means of a special Printout form over 100 different pieces of information are immediately available covering each Apprentice. Each month the Apprenticeship Coordinator is furnished a complete and updated Printout record including current information for each Apprentice for whom he has a responsibility.

Because he carries this record into the district areas with him, he is able to provide current information to the Apprentice, his foreman, his employer, and the Sub-JAC who are then able to note progress as well as potential trouble spots. This small, concise bit of paper is the Coordinator's most important tool.

Other involved reports demanded by Federal and State agencies and still further reports demanded by good record keeping are also provided by the Local No. 3. mechanical marvel.

Included below is a replica of the monthly Apprentice IBM Printout, reporting the progress of each individual Apprentice.

1	1	1	2	2	3	3	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	1	1	2	2	3	3	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100

1. Social Security Number.
2. Name of Apprentice.
3. Mailing Address of Apprentice.
4. Telephone Number of Apprentice.
5. Birthdate of Apprentice.
6. Date Application received by Apprentice.
7. Date Entrance Test accomplished by Apprentice.
8. Score accomplished on each test segment by Apprentice.
9. Date Apprentice completed processing - Awaiting indenture.
10. Date of First Dispatch - Date of Indenture.
11. Office Use:
 - A. For future use.
 - B. 1 under B = Unemployed.
 - C. 1 under C = Printed on Advancement List.
 - D. For future use.
 - E. Branch Code.
 - F. Branch Code.
 - G. For future use.
12. Name of current employer.
13. Date dispatched to current employer.
14. Current period of training.
15. Date current period of training began.
16. Accumulated work hours during current period of training.
17. Disciplines during current period of training.
18. Related training hours during current period of training.
19. Number of days absent from Related Training classes during current period of training.
20. Hours of Initial Credit and/or accumulated hours up to 2,000.
21. Accumulated hours (sum A thru M).
22. Accumulated hours for each individual category - begins with zero. Maximum number of hours recorded in each category will be amount required on category card. Excess hours will not be recorded.
23. Accumulated Related Training hours - 0 to 432.
24. For future use.
25. Code Number for District having jurisdiction over Apprentice.
26. Code for Branch of Training Apprentice is training under.
27. Code for type of Apprentice: 1 = Indentured; P = Probationary.
28. Grade from field report card submitted by Coordinator and graded by supervisor. The most current grade appears at right side of box and moves one digit to left each month. N = no card; a blank space = card received but no grade reported.
29. Digit to left indicates number of Safety Meetings not attended.
30. Grade from work hours reporting card submitted by Apprentice and graded by employer representatives. Most current grade appears at right of box and moves 1 digit left each month. N = no card; a blank space = card received but no grade reported.
31. Letter under book number indicates that that workbook has been completed and the grade the apprentice received for his work in that particular workbook. The grades A, B or C are acceptable; D, F or a blank will be considered as not completed satisfactorily.
32. Accumulated number of disciplines.
33. Absences.
34. "A" in box indicates current Red Cross Card.
35. "L" in box indicates current Class I Drivers License.
36. "C" in box indicates current Crane License (Hawaii only).
37. Hours needed (sum of A thru M).
38. Hours needed to complete each individual category. Begins with maximum number of hours in each category as required on category card and reduces to zero as hours are recorded. An asterisk (*) indicates excess hours reported in that particular category.
39. Total classroom hours needed to complete related training - begins at 288 hours and reduces to zero as hours are reported.
40. For future use.



CONSTRUCTION STARTS being what they are not all of Local Union No. 3's future builders are making it, however, those apprentices that are on the jobs are giving it their all. Shown above are a number of photos sent in by Coordinator Cliff Martin of young Operating Engineers at work. Top left: Brother Bob Williams gives some pointers to young Larry Strum on the use of the backhoe in pipeline excavation. Company is Valley Engineers. Top right: Gary Strum, PEO apprentice and Brother Louis Franchetti, Plant Foreman for J. F. Shea Rock, San & Gravel Plant pause for Martin's camera. Second photo left: Brother Ernest VanDyke, BPO Operator; PEO Apprentice Tom Brazil, and Brother Jim Wood, Loader Operator. All are with Umpqua River Navigation Co. on the Humboldt Jetty Job. Lower right photo shows Brother Ron Laplace, shop foreman, and Apprentice David Dibble at Clark Equipment Company.

Getting to Know You!

Diversified Job Offers Real Learning Process

By NICK CARLSON,
Coordinator

Grading and Paving apprentice, 6th period Jim Myers, is getting some training on a job that offers a diversified amount of equipment. His employer is the Oscar C. Holmes Eng. and Const. Co., of Menlo Park, Calif. They have the contract to raise the banks of the Calif. Aqueduct for a stretch of approximately 9 miles. This job is located about 16 miles east of Coalinga, Calif. The banks are being raised 3 ft. in height with continued two-to-one slope. This has been a very exacting operation due to the limited space. It is being done on the edge of the canal and one slip by an operator means a bath for both machine and man.

After the compacted fill is in place it must be graded to a specific tolerance before the paving can be applied. Oscar Holmes has come up with a uniquely designed trimmer for this operation. Mounted on a J-40 Cleveland Trencher, the trimmer drum is approximately 6 ft. in diameter and 7 ft. in length. It rotates at speeds up to 12 rpm. This drum is capable of cutting to a depth of about 18 in. of material, the trimmer travels 7 ft. a minute. The depth and slope of cut are regulated automatically by a series of mercury switches. After trimmed material is excavated it is placed on a conveyor belt and then deposited in a windrow 30 ft. away from the machine.

Following this machine, is a modified Gunert and Zimmerman canal liner, it too, is a specially designed piece of equipment laying down a slab of concrete 4 in. thick and 7 ft. wide.

Bill Coats is the superintendent. The foreman is Bro. Ken McLean, Bro. Mike Ramkin—trimmer operator, Bro. Gene Vance—oiler, Bro. Bob Erwin—grade setter and Jim Myers—apprentice.

At the request of Mr. D. Yager, Livingston High School's dean of boys, I met with a group of seniors interested in the Operating Engineers Apprenticeship Program.

We discussed the selection procedures and on-the-job training offered by the program. This alert and attentive group of young men, scheduled to graduate in June, were extremely interested in the training available at Rancho Murietta. All were favorably impressed by the advantages offered at the training center.

The knowledgeable and pertinent questions asked by this group left me with a feeling of confidence in our youth. These were a great bunch of guys.

Hard Way Okay To Miss Meeting

By CLEM HOOVER
Coordinator

Some apprentices give some wild excuses for not attending safety meetings, but apprentice John Virtue has a good one. Just because his wife Susan picked the same night as the safety meeting to present him with a 7 lb. baby girl he missed the safety meeting, but because these babies don't really care about people's schedules I am sure the Sub-JAC Committee will excuse him. Congratulations to John and Susan Virtue on the arrival of their baby girl in Roseville on April 13, 1971.

Thanks goes out to the apprentices in the Marysville, Sacramento and Stockton areas for their contributions to the VOTE program. I would say at least 80 per cent of them have donated for the belt buckles and/or time books. We deeply appreciate this kind of help in a very worthwhile and important program.

State AC Approves VICA Plans

The implementation of recent changes made in the Federal Regulations pertaining to Apprenticeship (29 CFR, Part 30), was the prime consideration of the California Apprenticeship Council at their recent quarterly meeting held in Sacramento. The revised regulations materially affect selection procedures of the various Joint Apprenticeship Committees.

Public hearings by the council

were scheduled for Los Angeles and San Francisco on June 3rd and 4th. At that time the council will hear testimony relative to proposed changes in the State Administrative Code necessary to implement the new Federal Regulations. Time and place of the hearings will be announced later. It is anticipated that the council will take final action at their next quarterly meeting to be held in

Long Beach July 29-31.

The revised Federal Regulations were adopted by the Secretary of Labor on April 8, 1971. The state has six months to adopt, plus six months to implement, the revisions.

Richard M. Lane, an employer representative from Los Angeles was elected to serve as chairman of the California Ap-

(See VICA on Page 7)

MORE APPRENTICESHIP NOTES

(Cont. from Page 8)

its activities under the Standards to the principals of the Collective Bargaining Agreement and to the State Apprenticeship Agencies, also to the Federal Bureau of Apprenticeship and Training. It has the duty and responsibility to implement and carry out the Federal and State Laws dealing with any portion of the apprenticeship and training fields, as well as carrying out any executive orders issued by State or Federal Agencies.

In all the above areas you can rest assured that, as always, your union-management leadership is more than meeting, not just its responsibilities, it is providing the bold and imaginative direction that is admired and copied by labor and management throughout the nation.

Today I'm An Apprentice

Today, I became an apprentice.

Today, I set my feet on a road that begins at the pyramids and stretches beyond the stars to the outer reaches of man's imagination.

Today I walked with men whose credentials are craftsmanship and whose identity is rooted in know-how.

The span of my day was endless, and the tools in my hand were awkward.

The tool that was meant to glide chattered and balked.

The part that was made to fit refused to conform.

My fingers were thumbs, and my thumbs were stumps.

My day was filled with frustration, but my eyes were fixed on tomorrow.

Then the calluses from today's bulky tool will become a caress.

Then hand, eye, and brain will work together with the precision God endowed his humblest servant with.

Then I will be an Operating Engineer.

Then I will take my place in a challenging world, ready and willing to build, to grow, and to create a better tomorrow.

Today I became an apprentice, and I am content. (Anon.)



VICA VIPs VISITED Rancho Murietta recently and were very impressed with the unique heavy construction training center. The young leaders of the Vocational Industrial Clubs of America (VICA), which is patterned along the same lines as the famed 4-H clubs, were in Sacramento for a meeting of the California State Junior Apprenticeship meeting and were joined on the tour of the giant labor-management facility by Hugh Murphy, Administrator, Apprenticeship & Training for the U.S. Department of Labor. Posing in front of the RMTC Administration Building are (l. to r.) Jim Allison, Bureau Industrial Education, State Department of Industrial Relations; Gary Redmond, president, VICA Secondary School Division; Drew McCall, RMTC Director; Aster Whitake, Superintendent; Jane Bowen, secretary, VICA Secondary School Division; Hugh Murphy and Danny O. Dees.

On The Safety Side

By DALE MARR

VICE PRESIDENT & DIRECTOR OF SAFETY



"The cost in human life and suffering is nearly incalculable when one recalls that we have been going along losing something like 3,000 building tradesmen a year to fatal on-the-job accidents and seeing another quarter million or so becoming victims of disabling injuries. This is the biggest single drain on the industry, amounting to billions of dollars each year."

The above remarks were part of the vital opening statement made by our General President Hunter P. Wharton at the first Building Trades Safety Conference. The meeting was held during the annual AFL-CIO Building and Construction Trades Department Legislative Conference in Washington, D.C. last month.

Brother Wharton, who is chairman of the Standing Committee on Safety for the Building Trades Department, went on to point out:

"As the years have gone by, in spite of many efforts, none of us, either labor or management, seems to be able to reduce this enormous burden on our industry or on our fellow tradesmen. We decided some time ago that our only real hope in doing something about this problem lay in urging the Congress to pass meaningful legislation that would set standards that could be enforced through authority of the federal government."

"In December 1970 President Nixon signed into law the Occupational Safety and Health Act of 1970 . . . It provides what has been lacking to make occupational safety work—a statutory mandate for the federal government to assure that the working men and women of America do not suffer injury or illness as a result of their jobs, and provides for both the tools and penalties necessary to achieve this end. It is still going to take enlightened cooperation on the part of labor, management and the government to approach the goal. But the means for forcing the laggards into compliance have now been given us, and I have learned that these means have been our great need since I began working for safety over 40 years ago."

Other speakers addressing the group included George C. Guenther, former director of the Bureau of Labor Standards and newly appointed Assistant Secretary of Labor of Occupational Safety and Health; Dr. Marcus Key, director of the Bureau of Occupational Safety and Health in the Department of Health, Education and Welfare; and Barry Brown, director of the Michigan Department of Labor. The panel was moderated by Brother Alan Burch, safety director for the IUOE and recently appointed labor member of the Occupational Safety and Health Review Commission.

According to Dr. Key, while "HEW's responsibilities under the Act are not as glamorous as those of the Department of Labor," they are still quite comprehensive. Although his department will not set the safety standards to be promulgated, it will do the research upon which they are based. The area in which his bureau will concentrate will be toxic materials in the workplace, the tolerance of workers to various stresses and strains—including psychological stresses—medical monitoring, and labeling recommendations. He noted that industrywide studies will be made, and that 5,000 requests by employees or employers for hazard evaluations are expected during the first year of the law's operation.

Because of the mobility of construction workers, Key said, one big problem is that few health records are kept. He pointed out that California is an exception to this rule and that records there indicate 42 death per 1,000 construction workers from occupational diseases. According to those studies, skin diseases—cement, mortar and plaster dermatitis—are among the most common, with eye injuries, systemic poisoning, heat prostration, parasitic diseases and effects from noise and vibration also high on the list. Bone and joint deformities are also common, he said.

In addition to HEW's research mandate, Key noted that it has secondary responsibilities under the act, such as review of state planning and participation, grants, compilation of health and safety statistics, dissemination of technical information, and employer-employee education programs. But at the present time, he said, a most important responsibility is development of training programs to produce an adequate supply of qualified personnel to carry out the purposes of the act. He explained:

"We estimate there is a shortage in occupational safety and health manpower of several thousand in each of the various professional categories. For example, among safety professionals we estimate there is a shortage of 5,000 to 10,000 safety professionals. The people we hope to train over the next five to ten years will be utilized by the Department of Labor, the Department of HEW, other federal agencies, state health and labor departments, and by many industries and organized labor."

"We not only hope to use upgrade training or retread training for those who have some background already, but also we actually hope to train people in these critical professional categories through two and three-year college programs and even post-graduate programs, especially masters degrees, in schools of public health. Funds for these schools participating in the training will include institutional support. And there will be stipends and/or long-term loans for those who go through the program."

Guenther told the conferees that the Occupational Safety (Williams-Steiger) Act "opens a new area for American workers" because of its breadth of coverage—57 million employees in about 4.1 million workplaces—and its many references to the rights of employees. But, he warned, "we must recognize that as always

Interstate's Job Will Keep Matich Corp's. CTB Busy

By CLAUDE ODOM,
BOB MERRIOTT AND
HAROLD SMITH

A GOOD JOB FOR THE ENGINEERS WITH LONG HOURS—Matich Corporation has started their C. T. B. spread on Interstate five on the west side and are getting their batch plant ready to start the paving operation. This is one of the largest paving jobs to be let. The concrete aggregate will be coming from the Owl-Folsom plant in Coalinga. There are approximately 65 engineers on the job with the C.T.B. and concrete spreads working long hours.



Claude Odom

Gordon H. Ball moved their C.T.B. plant on the E. H. Haskell job in Goshen. They also have a CMI Auto-grader. Due to traffic problems on this job, it will probably run into early next year.

The drain pipe is taking longer than expected on the Robert E. Fulton job in Kettleman City. It will be the middle of May or first part of June before the sub-contractor can move in with the Class 3. This job is scheduled to be finished sometime this year.

Covington Pipe Construction of Santa Fe Springs was low bidder on the pipeline from the San Luis Canal to Avenal. Chicago Bridge & Iron was low bidder on the reservoir. This is the same type of project as the City of Coalinga. Contracts will be awarded by the middle of May.

A few more jobs are beginning to get lined out now that we are having good weather. Thomas Construction and Fresno Paving have finished their Tollhouse job. Thomas had a small job in Clovis, then moved their crew back to the Boise-Cascade.

Gene Richards Paving of Fresno was awarded a contract of \$46,450 for site preparation on the Fulton Mall.

Valley Fence of Fresno was awarded a contract of \$11,739 to construct a chain link fence and gate at the Recharge Area in Clovis.

A contract of \$53,334 went to W. M. Lyles Company to install water main and lines in the Fresno area. They also were awarded a contract for \$43,638 to install water main to the Towne & Country Motel.

A pre-job was held with Granite Construction Company April 14th for their \$778,717 pipeline job at Madera. They will start about the middle of May and the job will last until about the first of November.

Toledo Engineering has finished their job at the Glass Plant in Madera.

M. L. Dubach and H. Graf have finished the dirt and over half of the sub-base on their Interstate 5 job. They will start the C.T.B. about the middle of May.

Gordon H. Ball at Los Banos has been calling back some of the engineers. They won't start trimming and lining until the first part of June.

(See MORE FRESNO Page 12)

More 'Safety Side'

(Cont. from Cols. 1 & 2)

with rights come responsibilities." The purpose of the act is to stimulate labor and management both to take on the responsibilities of achieving safe and healthful working conditions, Guenther said, and regulations and protective devices "are not going to prevent injuries if employees do not use them."

Guenther, whose agency will have the largest share of the burden in administering the new law, said that 41 governors have answered the Labor Department's letter advising them that their legislation should emulate the federal statute. That's good but not perfect, he asserted—"we want everyone—the 50 states, the District of Columbia and Puerto Rico—in the act." He noted that state plans are subject to federal approval and that once granted approval can be withdrawn if the state enforcement bodies do not conform with the plans they have submitted.

Initially, Guenther said, his agency will follow the "worst first" principle, and the target areas will be the industries and geographic areas that have the highest incidence of accidents. He numbered construction as one of those, along with the long-shoring, lumber, trucking and warehousing, stone and clay, and rubber and plastics industries.

While the Williams-Steiger Act places stiff penalties on employers for noncompliance—up to \$10,000 for each willful violation and a possible prison sentence—Guenther said his agency is stressing voluntary compliance to stop accidents before they happen.

"We believe this is far more satisfactory than providing penalties after the accident has taken place," he said. Along these lines he also charged organized labor to educate and inform workers of their responsibilities as well as their rights under the new law.

Brown, of the Michigan Department of Labor and a member of the National Labor Safety Advisory Council, said there may be many problems before the Williams-Steiger Act becomes operational in all states, despite the fact that most legislatures have bills before them that would make state health and safety rules commensurate with those under the new federal law. "There is still time for the states to decide whether to fish or cut bait in this safety movement," he asserted, "since they have nine months between now and the time the Secretary of Labor issues the final guidelines for them to come into compliance with the federal regulations. Otherwise, there will be a federal preemption in that particular area."

Brown advised the delegates that they have an educational problem ahead of them in getting across the rigid standards of the new law to their state legislatures. He proposed that each craft enlarge its safety committee and form inter-trade councils, so they won't be working at cross purposes, to make the state laws effective. He also suggested that tripartite panels be formed to go before legislative hearings and advise the committees that it is to the interest of management and the public, as well as labor, that effective safety laws be enacted. He added:

"Tell the story of what is needed to do a safety and health job from all sides of your scene. When hazards are being discussed, be sure to be there to tell them as your members see them. Advise and suggest on health. Tell them you would like to see your state health department make demonstration grants for health studies—on how long it takes a man on a jack-hammer to suffer a liver disorder, for instance. Projections in this area will mean that when the rules are finally made they will relate to scientific data."

Brown also commented that dual enforcement and authority will vary from state to state during the first year the new law is in effect and that there probably will be confusion and reactions among employees. "You may have a state safety inspector one day, and a federal inspector the next day, and this will be confusing," he said. "But it will work out eventually."

Turning to the provision allowing a labor representative to accompany the safety inspector on his rounds, Brown foresaw a number of possible problems. He explained:

"I would presume that on a particular jobsite where there are 14 crafts involved that we won't have the inspector making his rounds with 14 representatives alongside him along with the employer representative. So what does this presume for you? It presumes some intercraft agreement as to who it will be and as to how it will be handled in terms of the person who will accompany the inspector as he makes his rounds. And gentlemen, you have a task before you because I hope we don't turn this into a political football as to who gets the job of being . . . the guy that goes around with the inspector. And I hope that we don't turn the inspection task into a battleground for employer-employee disputes over what is safe and what is unsafe, and we don't turn it into a battleground for craft difficulties on whose jurisdiction there is over a given matter."

The Michigan safety expert also advised the delegates that an intertrade committee would be available in the processing of complaints with federal or state compliance officers. If there is no screening of complaints, he said, many of them might be contradictory or at variance with general union policy. He further expressed the hope that complaints won't be in the area of union versus open shop-work, even though they may have a bearing on safety and health factors.

Meanwhile, in the wake of the newly effective safety laws, labor and management are currently scheduling seminars across the country to acquaint members with their provisions. The Builders Association of Chicago, for instance, announces it is holding a 10-week seminar on performance standards required by the job safety act for safety engineers or officers of member construction firms. The sessions are to be held and will be limited to one person per company with a class size of 30 persons.

The BAC program will examine the performance requirements dedicated by the legislation and provide guidelines for compliance in such areas as appointing a company safety officer, creating company safety policies, setting up safety rules, developing an inspection program, creating an accident investigation program, and scheduling and conducting safety training meetings.

Denver's Peri-Mack Co. Will Develop 500 Marin Acres

By AL HANSEN

\$1,100,000 PROPERTY SALE REPORT—Development Planned about 500 acres of the former Pacheco Ranch south of Loma Verde and west of Redwood Highway across from Hamilton Air Force Base has been bought by a Denver, Colorado land development and construction firm, Peri-Mack Company. Much of the acreage, which lies outside city limits just south of the boundary, is hilly. However, the flat portion of the bowl offers about 200 acres which could be developed in various ways, ranging from the good and beautiful to the bad and ugly.

RUNWAY OVERLAY SET AT NOVATO AIRPORT—for mid-June to mid-July at Gons Field. The \$30,000 project will resurface the runways, which have developed lumps. The federal government will pay 54 per cent of the cost and the county the rest.

SIR FRANCIS DRAKE WIDENING HEADS FIVE-YEAR ROAD LIST—Widening of Sir Francis Drake Blvd. from Maple Avenue in Kentfield to Laurel Grove Avenue in Ross is the top priority road project for Marin in the next five years. This \$800,000 Sir Francis Drake Boulevard widening to be completed next fiscal year.

Another top priority road project is Miller Avenue extension, from Miller Avenue in Mill Valley to Shoreline Highway. This is to be spread over a three-year period, with completion scheduled for 1973-74.

Widening of South San Pedro Road from Lochinvar Avenue to Riviera Drive is recommended for financing in 1971-72 and 1972-73.

AQUEDUCT TO GET NEW LOOK—Marin Municipal Water District Directors are to take a fresh look at the proposed \$47.7 million Sonoma-Marina aqueduct to decide if it is either wanted or needed in Marin. The Board called for a 19-point study to include a wide range of ecologically oriented proposals made by critics of the water project at a public hearing.

The study will include a review of the district board's obligation under the law to provide water and will seek alternative methods of financing the district's \$21.6 million share of the aqueduct if a go-ahead is deemed desirable.

Murphy-Pacific Enterprises of Oakland completed the construction of the \$3,000,000 southbound viaduct in San Rafael. The job included building a new viaduct, which is 2800 feet long and is parallel to and west of the existing viaduct. The new structure was opened to traffic last summer, and the older structure was modified to provide three full-standard northbound lanes. The new structure is designed to accommodate an ultimate four lanes.

Work was completed on a \$340,000 project to upgrade signs on Route 101 all the way from the Golden Gate Bridge to the Sonoma County line. Contractor was E. A. Forde Company. The work involved about 240 signs of various types. E. A. Forde is expected to finish a \$53,000 project to install guardrail at bridge ends, piers and abutments on Route 101 between 1.4 miles north of Atherton Avenue, near Novato,

and 1.0 mile north of Todd Road overcrossing in and near Petaluma.

A \$10,000 project to groove pavement on Route 101 between 0.1 mile north to 0.6 mile north of Miller Creek Road Interchange about a mile and one-half south of Novato, is expected to be completed, the contractor is: Industrial Diamond Services, Inc.

E. A. Forde Company is expected to start soon on a \$32,000 project to install guardrail at various locations. The work will be on Route 101 between the Pacheco Creek overcrossing, in and near Novato, to Route 37 (Sears Point Highway) and on Route 37 from the junction with Route 101 east to a mile east of Lakeville Road in Sonoma County.

Design activity has been completed for work to repair storm damage and repair slopes on Route 101 between Corte Madera Creek Bridge to 0.3 mile north of it. However, funds are not available for the work at this time.

Design work is essentially completed for the extension of Route 101 (the "Novato Bypass"), as an initial six (ultimate 8) lane freeway on new alignment from 0.9 south of Route 37 to 1.4 miles north of Atherton Avenue in Novato.

The California Highway Commission has committed about \$14,000,000 for construction of this project; of this amount, about \$4,000,000 will come from 1971-72 Fiscal Year Funds. The right-of-way has been purchased, and the buildings have been removed. Advertising for this project is tentatively scheduled for early 1972.

Work has begun for a project to widen the Richardson Bay Bridge on Route 101 from six to eight lanes. The amount of \$1,600,000 has been budgeted for construction during the 1970-71 fiscal year. The remaining funds for this project, which will total over \$4,000,000 have been budgeted for the 1971-72 fiscal year. The work will widen the bridge 25 feet on each side, and provide for shoulders on the right and left-hand sides of both roadways. The project will also include extensive replacement landscaping.

Linking in with the project described immediately above is one which will add one northbound lane for a mile and a half from Spencer Avenue, to the Richardson Bay Bridge and resurface the entire roadway in both directions for a four-mile section from Golden Gate Bridge to the Richardson Bay Bridge. Advertising for this project is expected to be sometime in 1972. \$675,000 has been budgeted for this work.

Design work has been completed on a highway planting project on Route 101 between Irwin Street and 0.1 mile north of San Pedro Road, in and near San Rafael. This work is expected to cost nearly \$90,000. A late spring advertising date is tentatively scheduled for this project.

Design work has been completed on a project to construct a ramp and frontage road on the west side of Route 101 between the San Pedro Road undercrossing and the Forbes overcrossing near San Rafael. However, at this writing, no funds are available, and no advertising date has been set. It is es-

timated that this project will cost nearly \$100,000.

Bid opening date, April 21, 1971, has been scheduled for a project to place pavement markers for various locations on Route 101, as well as on Route 37 in Sonoma County and Route 101 in San Francisco County. The amount of \$37,500 for this work has been approved by the California Highway Commission.

Plans have been completed for a Storm Damage Project to repair a slide and slipout on Route 1 between 0.8 mile and 0.3 mile south of Stinson Beach. However, funds for this project are not available at this time and no advertising date has been scheduled.

Plans have been completed for a project to repair slide damage and install rock slope protection on a mile-long section of Route 1 between two miles and one mile south of the Marshall area. At the time of writing, no funds are available for this project.

Work was completed on a \$35,000 project to widen the Big Lagoon Bridge on Route 1, 0.4 mile north of Muir Beach. The bridge was widened in order to lengthen the sight distance and provide a safer facility. Contractor was Valentine Corporation of San Rafael.

Ghilotti Bros. has completed about two-thirds of the work on approximately \$170,000 project to construct a highway on County Road (Sir Francis Drake Boulevard East) between Route 17 and the west gate of San Quentin prison. The work will include improving the alignment and widening of the roadway as a safety measure. On this Federal Aid Secondary Project, the Federal Government is providing about \$96,000, the State about \$66,000 and the County about \$8,000. The work, which is tentatively expected to be completed by May of this year, is being supervised by the State and administered by the County.

Black Market Income Taxable

The Federal Grand Jury in San Francisco indicted James B. McGinty, 61, on two counts of wilfully evading Federal income taxes, and three counts of filing false returns. McGinty is a former resident of San Francisco and 1965, and that he made and filed false income tax returns in that he failed to report receipts from business totalling \$1,446,257.25 for the years 1964 through 1966.

During these years McGinty was an accountant for the overseas construction firm of Raymond-Morrison-Knudsen in Saigon, Viet Nam. Assistant United States Attorney John Youngquist, Chief of the Tax Division of the United States Attorney's Office stated that the source of and business receipts was McGinty's business of exchanging U.S. dollars for Vietnamese piasters which were obtained on the Saigon currency black market.

Dredging



By GUY JONES

Manson General's sand barge "No. 12" is working around the clock six days a week on their Oakland Terminal fill job. This is about all they have working around the bay at the present time. The rest of their rigs are tied up.

West Coast Dredging is working on their sand project. This job is in West Pittsburg and is a one shift go. Dredge "Sandstorm" is working this job.

Shellmaker Company dredge, "Explorer" is working 3-shifts on their Santa Cruz Yacht Harbor site. It will take 3 or 4 months to finish this job.

Utah Dredging has finished their Oakland outer harbor job. Their dredge "San Mateo" will be tied up at their yard in Stockton.

Western Pacific Dredging has completed their Sacramento River job and have tied up their dredge "Pollemus" in Antioch.

SHIP CHANNEL DEBATE GRINDS ON — MARTINEZ — State Sen. John A. Nejedly, R-Walnut Creek, brought his Senate Committee on Natural Resources and Wildlife to Martinez to inquire into the environmental aspects of the proposed John F. Baldwin Stockton ship channel.

There were few surprises during the daylong hearing as industrialists and ecologists took predictable stands on the controversial proposal to deepen the shipping channel from the Golden Gate to Stockton.

But State Sen. Alan Short, a Democrat from San Joaquin County, who is not on the committee, made an emotional plea for the two sides to work together so that the deepwater channel would become a reality without endangering the environment.

The need, Short said, is for jobs. And he said the Stockton area is in desperate trouble.

Short said looking towards several young, ecology activists. "I want clean air. I don't want degraded water," Short went on to say, adding that he realized that the quality of life in California is being threatened and therefore "depends on people like you who have got the guts to come up here and tell us about it."

Still, Short continued, he worries when ecologists get excited about an "esoteric shrimp" while "kids are starving."

Col. Charles R. Roberts, district engineer for the U.S. Army Corps of Engineers, explained that the project calls for the main ship channel over the San Francisco bar outside the Golden Gate to be deepened to 55 feet from its presently maintained 50 foot depth.

The channel depth within San Francisco Bay would be increased from 35 feet to 45 feet through Carquinez Straits to Point Edith in Suisun Bay between Avon and Port Chicago. The present 30-foot deep channel from Suisun Bay to Stockton would be dredged to 35 feet, he said.

He estimated the amount of spoils that would be dredged, excluding material from the San Francisco bar and including widening projects, at 58,950,000 cubic yards.

Col. Roberts said the Army Corps of Engineers is carefully studying environmental effects of deepening the channel and promised to make available all data as it is developed.

But a project critic, Patrick McLafferty, a Diablo Valley College student, countered that while the Corps has expressed a willingness to conduct environmental studies he does not believe it has the "intellectual honesty or the environmental concern necessary to be trusted with these studies."

McLafferty said the Baldwin project appears to be designed to enrich land developers at public expense. He suggested that an independent research group or corporation be the agent for the completion of environmental studies.

Another opponent, Ted Radke of Martinez, called for a moratorium on all construction on the project until a comprehensive study is completed not only on environmental matters but on the true relationship that growth has to transportation, health, education, employment, recreation, taxes and housing.

SHIPYARDS AND Scrapyards

By GUY JONES

Pacific Coast Shipbuilding and Ship Repair Firms working under Metal Trades have had a pick up in repair work in the last few months. Quite a few brothers have been dispatched to the various shipyards.

Scrapyards on the waterfront have had a boost in work during April. There have been several ships loaded out for far away places. Some of these yards have been working 7-days a week—3 shifts. These large checks have been welcome to the brothers who have been out of work during the rainy months.

TRUCK CRANE CORNER

By GUY JONES

The Rental Truck Crane Industry, which has been pretty slow recently, shows some signs of improving a bit. It is by no means a spectacular rise in business, but is definitely encouraging after the rain of the last few months. I am hopeful it will continue to improve, as many of the people employed in the industry have been getting pretty short paychecks for quite a spell and can certainly use some of the larger type.

I would like to remind the "Center Mount Cranes 10-ton and over" Operator that if the machine leaves the yard with more than 35-foot of boom, an oiler is required. This applies if a section or jib is carried on a rack or trailer and also applies when a boom is telescopic and is capable of being extended more than 35-feet, either mechanically or manually.

If the machine you are operating fails to comply with the boom limitations, you are going to have to insist on an oiler being with you at all times that the machine is in operation including traveling to and from yard and job.

By **ROBERT MAYFIELD,**
District Representative



Bob Mayfield

At a recent retirees' meeting, approximately 100 engineers and their wives attended. At this meeting a very attentive group was addressed by C. W. Sweeney of Local No. 3 Health and Welfare Trust Fund, as well as former San Jose District Rep. and now, Financial Secretary, A. J. Hope and several other representatives of Local No. 3. During this fine meeting many questions were answered regarding pensioners

In congested parking lots where freak accidents can happen, drive very slowly so that you can stop for wrong-way motorists and unpredictable pedestrians.

A great many people in this area came into this office recently with questions regarding President Nixon lifting the Davis-Bacon Act temporarily and exactly how this might affect their jobs now and in the future. This Act was reinstated recently; but in that short time span, several jobs in this area were set aside at least temporarily for the one main reason of wage determination. This in itself, I think, opened a great many eyes and how right now, in times that are not the best, should tell us that we must take a bigger interest than ever in our Union and the

By MIKE K. RAYNICK

The Hwy. 680 project between Mission Blvd. in Warm Springs and Jacklin Rd. in Milpitas is winding up. The \$5.5

Fraternally and Sincerely,
Fred Jensen
Councilman
City of San Rafael

By JACK BULLARD

Lon Bowman still runs the Hwy. 280 project. A grade-setting class I taught at San Jose City College held over half their classes on this jobsite.

Floyd Fleeman was awarded a \$277,443 job for road-way excavation, underground work,

He was elected secretary-treasurer of the Building & Construction Trades Dept. in 1954.

(Cont. from Page 5)

Savini Construction Co. started about 3 weeks ago on the Howard's Homes Housing Project in Sparks. They also have a few underground pipeline jobs in the city of Reno going at this time.

(Cont. from Page 10)

M & K is dismantling the bucket wheel excavator at the San Luis Dam. They have 11 engineers on the job and will take about two and one-half months to cut it apart and load it out on 25 railroad cars. The wheel is going to Canada to dig oil sand.



JOB STEWARDS APPOINTED

Week Ending March 5, 1971			Dist.	Name	Agent
Dist.	Name	Agent		Week Ending April 9, 1971	
30	Rodney Lawley	W. M. Talbot	02	Eddie Gourley	Al Hansen
00	Wilber Marshall	M. Coorpenden	02	Lawrence Tavares	Al Hansen
12	Dean S. Braithwaite	K. Leishman	03	Harold Keener	Dick Bell
12	Don Bullard	W. Lassiter	03	Earl J. Kohler	Dick Bell
			03	Ted Taylor	Dick Bell
Week Ending March 12, 1971					
Dist.	Name	Agent			
20	Charlie Ivie	T. Carler	20	John Lopez	Paul Wise
20	David L. Norman	G. Jones	20	Emerson E. Norris	John Norris
20	Johnny Wheeler	J. Norris	20	Celestion D. Standridge	John Norris
30	Gordon Thomas	W. Talbot	20	Murphy Vaughn	Tom Carter
00	Kent T. Dodson	M. Coorpenden	30	Beauford Roofs	Al McNamara
00	Mariand Johnson	M. Coorpenden	80	Arlhur McCarter	A. Dalton
90	Bill Burgett	W. Womack	Week Ending April 16, 1971		
90	James Sava	W. Womack	Dist.	Name	Agent
			40	Paul McEwan	Ray Cooper
			11	Dean Wolverton	Lenny Fagg
Week Ending March 19, 1971				Week Ending April 23, 1971	
Dist.	Name	Agent	Dist.	Name	Agent
01	Gary E. Barker	Bill Parker	20	Mark Geiser	Tom Carter
01	Ralph O. Sparks	Bill Parker	20	Charley Spoon	Tom Carter
03	Oran Brown	Bill Ranev	50	Edward O. Smith	Watt Norris
29	Dudley Blincoe	Paul Wise	90	Al R. Lalone	Mike Womack
50	Frank R. Carvalho, Jr.	W. Norris	90	Carl E. Schuetz	Mike Womack
			11	Billy W. Heinz	Dale Beach
Week Ending April 2, 1971				Week Ending May 7, 1971	
Dist.	Name	Agent	Dist.	Name	Agent
60	David McAllister	John E. Smith	70	James L. Reynolds	K. Green
11	Richard R. Clyde	Dale Beach	90	James E. MacKenzie	M. Womack
11	Robert Craig	L. Fagg	12	George Dodge	R. Wilson
11	Lester J. Gunnels	L. Fagg	12	Leon Jelsma	W. Lassiter
11	Lane Miller	R. Taylor	12	Dwight Kilback	R. Wilson
11	Merrill G. Sweeney	L. Fagg			

SAFETY COMMITTEE APPOINTED

Dist.	Week	Ending	March 5, 1971	Agent	Dist.	Week	Ending	April 9, 1971	Agent
30	Del	Belar	W. M. Talbot	30	Robert	Gormley	Al	McNamara	
12	Earl	B. Jolley	K. Leishman						
Dist.	Week	Ending	March 12, 1971	Agent	Dist.	Week	Ending	April 16, 1971	Agent
30				40	Wilfred	Waterston	Ray	Cooper	
30	Quantan	Rond	H. Talbot						
30	Jim	Boothie	H. Smith						
Dist.	Week	Ending	April 2, 1971	Agent	Dist.	Week	Ending	May 7, 1971	Agent
44	Dan	Thornhill	L. Fagg	01	Robert	Brown	Bill	Raney	
				70	Earl	Peltis	K. Green		
				80	Wayne	Witcher	A. Dalton		

Some Plans Dropped!

Fund Shortages Delay Expected Stockton Work

By WALTER TALBOT,
AL McNAMARA AND
BOB SHEFFIELD

The prospects for work are not developing as fast as we had anticipated.



Walter Talbot

Although no new projects were scheduled for this district in 1971, we had expected the state, county and city to advertise for several smaller type contracts, that would help to alleviate the unemployment problem in this area. Apparently, some of these projects have been dropped entirely, and others will not be called for bid before July 1, 1971, due to the lack of funds.

A \$191,788 contract to extend March Lane from Pershing Avenue to the new West Side Freeway was awarded to Stanfield and Moody. The initial construction will involve two lanes, although provisions will be made for the addition of two more lanes at a later date.

A. Teichert & Son secured a \$241,000 contract for resurfacing 14 miles of streets in North and East Stockton and in the Morada area. Construction is scheduled to begin June 1, 1971, and take 70 working days.

Calaveras Public Utility District hopes to call for bids by May 15th on its \$4 million Jeff Davis Reservoir project near Rail Road Flat. Acquisition of easements is now in progress for approximately 20 miles of large bore pipeline, which will carry water from the proposed reservoir to the communities of Mokelumne Hill and San Andreas.

Contracts totaling \$371,807 for reconstruction of Airport Way, Louise Avenue, French Camp, Stark and Mueller Roads were awarded to S. M. McGaw Co. at \$212,000 and Fresno Paving at \$159,000. Work has begun on both contracts with approximately fifty working days to completion.

R. L. Thibodo Construction Co. of Vista submitted a favorable bid of \$896,567 to the City of Stockton for the extension of city sewers through the recently annexed McKinley School-Moss Gardens area. However, as of this report, that contract has not yet been awarded.

A. Teichert & Son has commenced construction on the earth channel improvements on Mosher Creek in San Joaquin County. Bid price for the price was \$370,259.

Eastco of Redding was low bidder on the grading and alignment of Airport Road in Alpine County between Woodsford and Markleville. Eastco's bid was \$139,238.

Huntington Bros. has resumed operations on their road job near Ione. The State shut the job down due to inclement weather during the winter.

H. Earl Parker now has 25 engineers employed on his Highway 4 job near Copperopolis. Brother Slim Ault is the project superintendent with Brothers Beauford Roots as Job Steward and Robert Gormley as Safetyman.

W. M. Lyles Co. was low bidder on the Pacific Gardens

Pump Station in Stockton. Lyles Co. also has several pipeline jobs going on in Stockton, in addition to the placement of underground utilities at the Copper Cove project in Calaveras County.

The contractors on Interstate 5 (West Side Freeway) A. Teichert & Son, Murphy-Pacific Enterprises, Granite-Stolte and Gordon H. Ball continue to employ engineers on their respective projects. However, these are mostly replacements and some additional equipment that is added as different phases of the jobs are encountered.

The recreation development at the New Don Pedro Dam site, that was awarded to George Reed Co., continues to provide employment for the Reed Co. operators plus numerous sub-contractors.

Numerous contracts, under the \$100,000 figure, which provide employment for engineers on a short time basis, have been bid and awarded in the district since our last report.

Sacramento News Notes

By RALPH WILSON, Dist. Rep.; AL DALTON, AL SWAN, Business Agents

The Lee Construction Company is about to wind up the heavy scraper work on Greenback and Sunrise Boulevards. They cut down on the crew, but there will be some of our operators around for some time. They also have some big pipeline work going on by one of their sub-contractors and an additional 500 feet of small pipe to put in on this job.

Pacific Excavators is working long hours on the road in the Auburn Dam area. This has been a hard scraper job, but with Jim Killion and Mr. Wade pushing this job, they have made good progress and should finish on schedule.

A. Teichert & Sons working on the Hiway 50 job freeway and on schedule at this time. There are a number of our brother engineers working long hours on this job.

Brother Engineers throughout Northern California: we would like to give you a good tip on where to fish. Union Valley Lake, Loon Lake, Hell Hole, should all be good this year. Take the wife and kids up with you and show them what you operating engineers built for them throughout the last 10 years.

A very important thing: we must inform you that our Blood Bank is getting lower and lower every day and we sure need you good brothers to stop in and give. Who knows, it might have to be used to save your own life or that of one of your loved ones.

The Shingle Springs Construction Company is working on another unit at Cameron Park. This company has been working in this area for the past 2 years and they are building up rapidly. Claire Jordan is the operating engineer pushing this job.

The California Division of Highways is calling for bids on improvements to State Highways 49 and 20 in Nevada County.

Work Starts on BART's Daly City Station

By A. J. "Buck" HOPE,
Financial Secretary and
District Representative

Construction began April 26 on the \$3.8 million Daly City station of San Francisco Bay Area Rapid Transit District with more than 300 Daly City and San Mateo officials and residents attending groundbreaking ceremonies.

Bounded by Knowles Avenue, Junipero Serra Boulevard, San Diego Avenue and San Mateo Avenue, the two-level, low-profile station is the last major link in the 75-mile BART system to get underway. (Excluded are the street car only stations yet to be built by BART for the San Francisco Municipal Railway.) Construction is scheduled for completion in November 1972.

BART's Mission-Daly City line, targeted to open in the fall of 1972, is expected to operate to the Balboa Park station temporarily until the Daly City station is activated in early 1973.

Designed as a line terminus or train turn-back station, the facility will have 700-foot long loading platforms for three tracks. Its two parking lots will hold 788 cars.

BART is projecting approximately 6,400 trips daily originating from the station by 1975. Travel times from Daly City are: eight minutes to 24th Street Mission, nine minutes to 16th Street Mission, 11 minutes to downtown San Francisco and 24 minutes to downtown Oakland.

By BILL PARKER,
Business Rep.

As of this writing work in this area is looking up somewhat. Lowrie Paving has picked up some work of widening and pavement construction. Also Flora Crane has received a small contract for street improvements. O. C. Jones & Sons of Berkeley got a contract for \$280,668 for sewer enlargement and pavement reconstruction on 9th Ave. They have Dale Williams Inc. doing their sewer work. McGuire & Hester are now doing a telephone job on Mission St., about 6 blocks long. There are three of the brothers on this job at this time.

Cahill Construction Co. of San Francisco, is starting on the Diamond Heights High School. This job was let for \$7,030,000. They are just getting started on the footing work. They have Flora Crane Service doing the excavation work and Garcia-Case doing the caisson work at this time.

Hansel Phelps Construction Co. of Burlingame has started work on the end of the line station for BART in Daly City. The contract was let for the amount of \$3,882,000. The completion date is set for November of 1972. The station will be 700 ft. long with three loading platforms for three tracks. Also, there will be two parking lots capable of handling 788 cars that will be built adjacent to the station.

I would like to remind you Brothers that the schools will be out soon and the kids will be out and running, so watch out and drive carefully. The kid's life you save may be your own.

Season Still Slow!

Santa Rosa Small Starts Save Shakey Jo Market

By RUSS SWANSON and
BOB WAGNON

SANTA ROSA AND THE REDWOOD EMPIRE — Although summer is nearly upon us our out-of-work list has not changed as much as we had hoped since last winter. The outlook of work this coming season does not appear to be as promising as we have had during the past few seasons, however

Russ Swanson

many of the jobs are now starting to show some action.

SONOMA COUNTY—As the ground is beginning to dry up, the contractors are starting to make a little dust. The Arthur B. Siri Co. has numerous small jobs in and around the Santa Rosa area. Nothing big, but every little bit helps.

Argonaut Construction, also from Santa Rosa, has started a couple of subdivisions and is slowly calling back some of the Brothers that have been out all winter. Our only job in the Redwood Empire, of any consequence, is the Warm Springs Dam Project located out of Healdsburg, being done by the Pionbo Construction Co., and by the time you read this article it should be back in full swing, up to summer strength. On May 4, 1971, there will be going to bid another nine (9) miles of road relocation work at the Warm Springs Dam Project.

NAPA COUNTY — Byars Construction Co., from Reno, Nevada, is back with us again to finish up Berryessa Highlands No. 2 land development project, since they were unable to complete this job before the rains came last season. There is only about a month's work left on this job, just some fine grading and paving.

Huntington Bros., from Napa, with a couple of mechanics in the shop repairing equipment, are getting ready to pull back onto their Silverado Trail job, north of Napa. Harold Smith & Son, from St. Helena, have kept a few engineers busy all winter on some small projects in the Upper Napa Valley.

LAKE COUNTY — The Gordon Ball freeway job at Lakeport is fast becoming a finishing job. The major dirt will all be moved by the first of June, then will come the base materials, the C & B and the asphalt and paving that will take the rest of the year to complete. Lange Bros. Const. was the low bidder on the access road being built into the Indian Valley Dam. When this project gets started, which will be in the near future, it will put back to work a lot of our unemployed engineers in Lake County.

MENDOCINO COUNTY — The Peter Kiewit & Sons Co. was the successful bidder on the Hwy. 1 job, located north of Fort Bragg. The job went for 1.3 million dollars, which consisted of the structures and approaches, but as most of the money is for structure work not too many engineers will be employed. A. Teichert & Son have pulled back in on the Brooktrails Land Development

at Willits to start the 1971 season. It will be under the capable supervision of Superintendent James Marks, who formerly took care of the "flat country" in the Santa Rosa area. Now he's going to take a stab at the "4 wheel drive country" where the tall redwoods grow.

Funds to repair the recently complete 101 freeway, which was damaged by a massive slide about one mile north of Piercy, were allocated by the California Highway Commission. The slide has closed the two northbound lanes and has distorted the roadbed of the southbound lanes. About \$17,000 has been expended from maintenance funds to keep the southbound lanes open for both directions of traffic. The work includes stabilizing the earth at this location and repairing the damage of the freeway and also to the old highway facility which is slightly to the west of, and below, the new freeway. Rock slope protection will be placed along the east bank of the Eel River to prevent erosion from undercutting Route 271. The commission voted \$380,000 for this project.

REGISTER — REGISTER — VOTE — VOTE — VOTE In all four counties that comprise District No. 10 there are a lot of tentative jobs, but nothing definite at this time. Each time a job is proposed the conservationists and the bird watchers seem to want to put the clamps on tight, resulting in a not too bright work picture for us, unless some drastic changes are forthcoming. This is why we ask you, again, Brother Engineers — PLEASE — be sure to register to vote, as we certainly will need your votes in order to combat the opposition of the conservationists and do-gooders.

COPE Gets Voter Data

Copies of the official "Statement of Vote" for the general election of last November have been sent to all affiliates of the California Labor Council on Political Education.

The publication from the Secretary of State's office earlier this month, contains a county by county breakdown of the vote cast for U.S. Senator, State Constitutional offices, State Senators and Assemblymen and on the 20 statewide propositions that were on the November 3, 1970 ballot.

It also includes a supplement which provides a breakdown of the vote by cities and supervisorial districts on certain offices and issues.

In a cover letter accompanying the report, John F. Henning, executive secretary-treasurer of California Labor COPE, pointed out that victories in a number of marginal districts in last year's election "resulted in retaining liberal control of the Congressional delegation and regaining liberal control of both houses of the legislature."

It also resulted in the election of liberals to the offices of U.S. Senator, Secretary of State, and Superintendent of Public Instruction, he noted.

The report is sent to COPE affiliates to assist in the development of effective political education programs, he said.

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:

Andrews, Otis (Rosalie, Wife)	4-26-71
Wilseyville, California	
Beeber, Noah (Grace, Wife)	4-27-71
1240 Barrett Avenue, Morgan Hill, California	
Blanchini, Larry (Norma, Wife)	4-1-71
P.O. Box 6, Beowawe, Nevada	
Biven, F. E. (Alfild, Wife)	4-6-71
2450-6th Avenue, Oakland, California	
Brown, Charles (Margaret Darr)	4-8-71
425 Wilbur Street, Yuba City, California	
Cline, Harvey (Son and Daughter)	4-13-71
2920 Channel, Sacramento, California	
Coates, D. F. (Ethel, Wife)	3-28-71
955 E. Tulare, Visalia, California	
Eddy, Julian (Ada, Wife)	4-23-71
552 S. Woodrow, Fresno, California	
Hoffman, Jacob A. (Annie, Wife)	4-2-71
702 Tabor Avenue, Yuba City, California	
James, S. B. (Violet, Wife)	4-12-71
7031 Flamingo Way, Sacramento, California	
Jones, Vern E. (Georgia, Wife)	4-15-71
1630 Creek Rd., Sandy, Utah	
Joy, James (Clara, Wife)	4-25-71
1000 Vallejo Street, Santa Rosa, California	
Kummert, Walt (Florence, Wife)	4-9-71
2023 Lynnhaven Drive, San Jose, California	
Lefever, Harden (Ruby, Wife)	4-11-71
450 Pecan Street, West Sacramento, California	
Mendes, Eugene (Loretta, Wife)	4-26-71
4262 Central No. 310, Fremont, California	
Rodrigues, William (Maxine, Wife)	4-3-71
3050 Accacia, Reno, Nevada	
Schaefer, Carl (Emma, Mother)	4-10-71
556 Fuller Avenue, San Jose, California	
Seeley, Hyrum (Elverda, Wife)	4-8-71
248 South State Street, Mt. Pleasant, Utah	
Setlak, John (Dorothy, Wife)	4-2-71
921 "G" Street, Petaluma, California	
Wolbert, Alton (Mary, Wife)	4-11-71
220 Melrose Street, Modesto, California	

DECEASED DEPENDENTS

Bruner, Debra—Deceased April 6, 1971
Deceased Daughter of Merc Bruner
Conner, Marie—Deceased April 17, 1971
Deceased Wife of C. C. Conner
Dooley, Mildred—Deceased April 13, 1971
Deceased Wife of Earl Dooley
Hawkins, Tina—Deceased April 4, 1971
Deceased Daughter of Glenn Hawkins
Henry, Erdene—Deceased April 11, 1971
Deceased Wife of Claude Henry
Hoferer, M. Isobel—Deceased January 21, 1971
Deceased Wife of Gerald Hoferer
Stoddard, Nancy—Deceased April 14, 1971
Deceased Wife of Ray Stoddard

PLAN AHEAD FOR VACATION TIMES



LEAVE THE CAR HOME—TAKE A BOAT!

Boating trips can be great for the whole family. The traffic is a lot lighter than on the freeway.

Your credit union would like to help you with all your summer loan needs. The interest is lower than most places—and financial counseling is added at no extra charge.

We have the money you need. We can arrange a low-cost loan for a boat, mobile home, car, camper—or all three. We want to show you a better way to have the things you want. **THE CREDIT UNION WAY.**

Before you use that charge card, stop in at the credit union.

It's a nice place to get ready for summer. And you'll still feel good about it, come winter.

See your credit union now. And whenever you need to save or borrow. (PAID ADVERTISEMENT)

The dogmas of the quiet past are inadequate to the stormy present . . . As our case is new, so we must think anew and act anew. We must disenthrall ourselves. (To Congress, 1862—Abe Lincoln)

Hawaii Will Seek District Status At July Semi-Annual Meeting

FROM: Harold Lewis, Trustee and Sub-District Representative
Wallace Lean, Bert Nakano, Wilfred Brown and Valentine Wessel.

VOICE AND VOTE FOR HAWAII ON EXECUTIVE BOARD IF RESOLUTION PASSED!

An important resolution to make the Operating Engineers Union No. 3 in Hawaii a District of Local 3 will be introduced at the July, 1971 Semi-Annual meeting to be held in San Francisco. If this resolution is adopted, an Operating Engineer rank-in-file member from the State of Hawaii will serve on the Executive Board.

ORGANIZING DRIVE

There is an all out organizing drive on the Island of Hawaii for eighty five employees of J. W. Glover, Ltd. We had filed a petition with the National Labor Relations Board on April 16, 1971 and the Teamsters Local 996 had intervened. An NLRB pre-hearing conference was held and consent was reached to enter into an NLRB election on May 7, 1971. Results of this NLRB election will be given in the next issue of the Engineers News.

WORK PICTURE

Many of us have suffered thru cut back in employment the past months, however, work is beginning to pick-up. We do hope the tempo continues in an up swing to bring the number of unemployed registered on our out-of-work list down to a minimum. Sum-

Gentlemen:

My brother, Jesse V. Nelson, Jr., and I wish to thank you for your letter of May 5, 1971, and the two checks, and your expression of sympathy to us. And we wish to express our appreciation for the payment of the funeral expenses from the Death Benefit Fund of your Local Union.

And I wish to say at this time that my father valued his membership in the Operating Engineers Local Union No. 3, of which he had been a member for 34 years.

As requested, I am enclosing, herewith, a certified copy of the death certificate for my mother, Esther Nelson.

Sincerely,
Mrs. Dorothy Warner
501 West Ave.
Sanger, Calif. 93657
May 20, 1971

HONORING ABRUSCATO, HOWER

Labor's B-Day June 12

The first 1971 semi-annual B-DAY, the highlight event of the San Mateo County Building Trades Council to replenish Blood Bank supplies for locals affiliated with the Council, will be held on Saturday, June 12, at the San Mateo County Fairgrounds, between 8 a.m. and 12 noon.

Of particular significance, B-Day will honor the memory of the Council's two top officers, President Sam Abruscato and Vice President Kenneth M. Hower, both of whom died last month before the expiration of their terms. The two were also the executive officers of their respective locals, Abruscato as business manager of Plumbers and Steamfitters Local 467, and Hower as business representative of Painters Local 913.

Earl Honerlah, executive secretary of the Council, reported that plans for the June 12 event are well underway. In view of the great demands made by members and their families for the blood supplies, the needs this year are expected to reach a record response from blood donors.

Arrangements for B-DAY will be changed from former years. Scores of kitchen volunteers, receptionists, registrars, medical aids and moral supporters will be on hand to process the donors, who will be served royal breakfasts.

mer is here and construction work should be rolling in high gear.

The arrogant relationship between Mayor Frank F. Fasi and many developers in the State of Hawaii has seriously affected us and the economy. Many developers' plans have been curtailed by the Mayor and his Administration and there is no work for our brother members. The time has come for us to seriously re-evaluate Mayor Frank F. Fasi and his Administration before the next election in 1972.

Pacific Rim Constructors — Joint Venture composed of Associated Engineers & Contractors, Inc., Erickson Paving Co.; Howard Cooper Corporation and Quad Construction, Inc. was low bidder on the Koolau Pilot Tunnel at \$2,969,890. This test tunnel will be 4,400 feet long, 18 feet wide and 12 feet high and is slated to become the upper portion of one tunnel in the 16 mile \$96 million H-3 Freeway System.

Del E. Webb Corporation was low bidder on the Tri-Service Family Housing which will consist of 1,100 family units at five different locations on the Island of Oahu. The low bid was \$24,937,00.

Urban Construction Co. was low bidder on the Ewa Concourse at the airport. Low bid submitted at 2.3 million dollars with eight months to completion.

Two large projects are scheduled for the H-1 Freeway during the month of May. This will be the last remaining portions of the H-1 Freeway System. They are the Halawa Interchange from Kaimakani Street to Moanalua Road estimated at 9.4 million dollars and the Puuloa Interchange at an estimated price of 11.6 million dollars.

An interesting note to this is the C.I.P. budget approved by the legislative session just ended. \$76 million dollars have been authorized for highway construction in 1971 and 1972. Looking back at the past years, it has almost become traditional in the State of Hawaii that only about half of what is approved actually becomes a reality.

ISLAND OF OAHU

Healy Tibbitts Construction Co. has started work on the Honolulu Independent Refinery Oil Line project. This work consists of 14,660 ft. of 20" and 30" pipes; of this amount 10,260 feet will be thru the surf

and out to sea. These oil lines are designed to off load crude oil tankers. At this distance of 10,260 feet from shore, 8 mooring bouys will be installed and held in place by sixteen 25 ton anchors placed in depths of 90 to 200 feet. Healy Tibbitts Construction Co.'s bid price was a little over \$3,000,000.

Pacific Construction Co. has made the largest single concrete pour in the history of the State of Hawaii. From day break until after dark, 5,300 cubic yards weighing 10,800 tons were poured at the rate of 400 cubic yards per hour. The concrete was supplied by a fleet of 45 transit mix trucks. The site of the pour was the Hawaii Corporation thirty story office tower in its Pacific Trade Center at King and Ala-ka Streets.

ISLAND OF HAWAII

Hirano Brothers and Urban Construction, Inc. — Joint Venture are 80% complete on their Keauhou Surf Hotel project. 14,800 cubic yards of concrete were poured during the month of April.

Swinerton Hawaii Venture has completed their 34,000 square feet C. Brewer office building which was dedicated in April with hundreds of guests from major islands in the State of Hawaii, other nations of the Pacific and the mainland.

The 24.4 acre resort complex of C. Brewer's Waiakea Pond Resort Village will include polynesian style designed low-rise buildings. The first phase will be a cluster of two and three story timber buildings containing 300 hotel rooms with 32,580 square feet of commercial area plus restaurant and bar. Two water falls with series of ponds and rapids leading to the Waiakea Pond which is linked directly to the Pacific Ocean are included in the plans. There will also be an area for small craft along the western shoreline.

Leggett Hits Attack on CBS Documentary

Congressman Robert L. Leggett has released a statement defending the news media against attacks stemming from the recent CBS documentary, "The Selling of the Pentagon."

"We all wish the news media would trumpet our virtues and help us sweep our faults under the rug," he said. "But we have no right to order them to do so. I say thank God we have a free press in this country. If it hadn't been for a number of obstreperous and uncooperative reporters, we'd still be thinking everything in Vietnam was hunky-dory."

"If we ever reach the stage in which the only truth is that proclaimed by the Government," he continued, "one of the most important differences between us and the Soviet Union will have disappeared."

Referring to a subpoena issued by a House committee for all material CBS used in putting together its documentary, Leggett said, "I regret the subpoena. I hope it will be dropped. How CBS puts its programs together is just none of the Congress' business."

Personal Notes

MARYSVILLE

We always do our best to try and help the family when a brother engineer passes away. We appreciate the kind letters we receive from the members of the family expressing their appreciation to us. The following letter was sent to us from Mrs. Lawrence R. Tregoning, wife of deceased brother, Lawrence R. Tregoning, 5600 Newland Road, Paradise, California 95969:

Harold Huston
Auditor and District Representative

Dear Sir:

Words can't tell you how I appreciate your interest and kind quick action for my welfare after the death of my husband.

The Operating Engineers should be most proud to have you as a representative, Mr. Huston, for you are very understanding.

Officers and Members of Local No. 3, Operating Engineers, I wish to thank all of you for your nice expression of sympathy in every way, and for the personal delivery of the beautiful white Bible. I am thankful and proud that my husband was a member of Operating Engineer's Union, Local No. 3, and can say that all the benefits and kind expressions of sympathy greatly helped ease my sorrow.

Sincerely,

Mrs. Lawrence R. Tregoning

P.S. I also wish to commend you on your publication of the Engineer's News. It is most informative in various fields, and I have always looked forward to each issue.

The following brothers have passed away during the past month: Charles W. Brown and Jacob A. Hoffman. Our warmest sympathy goes to all the loved ones left behind.

Brother George Mowles from Oroville is in Mt. Zion Hospital in San Francisco. We hope his operation is a success.

Brother Hank Ross has been in the University of California Hospital at Davis. We would appreciate some of his friends stopping by to say "hello" to him.

Brother Lewis Pickney was injured and in Feather River Hospital in Paradise. We hope his stay will be a short one.

We received the following card of thanks from the Jake Hoffman family:

Dear Harold Huston:

Your thoughtfulness meant so much to us in our time of need. Thank you for everything.

The Jake Hoffman Family

SANTA ROSA

Our sincere condolences are extended to Brother Ray Stoddard on the recent death of his wife, Nancy.

SAN JOSE

Our thanks to Brother Wm. C. Grossi and Mrs. Gay Haney for their blood donation. Upon Mr. Grossi's next blood donation he will be given a seven gallon pin.

We would like to take this opportunity to wish a quick recovery to Brother Paul Indermuehle who has just returned home from the El Camino Hospital.

We would like to extend our sympathies to the families of our deceased Brothers, Carl Schaefer and Walter Kummert.

Brother John Sullivan who had been confined to the hospital for a couple of weeks is home now and we hope he has a quick recovery.

SACRAMENTO

Brother Emil Winkelman, a retired engineer had surgery at Mercy Hospital and is now recuperating at home. We wish Brother Winkelman a speedy recovery.

Our condolences go to the families of Brothers S. B. James, Harden Lefever, Robert A. Cline and Herbert A. Erickson, who passed away recently. Our sympathy goes to Brother C. C. Conner, who recently lost his wife.

The following good Brothers donated blood, urgently needed blood, I might add, to our Operating Engineers Blood Bank: Thomas H. McClure, Mrs. Laura Green, Betty Jo Burns, Virgil Burns, Robert P. Ahr, Michael White, Cecile Ahr, Phyllis Weir, Roger Lynn, John J. Wise. Thank you to all you men and those wives who have come forward in answer to our appeal for blood!

UTAH

Our deepest sympathy is extended to Brother Hudson J. Denney, Kennecott Copper Corp., on the death of his wife, Elaine Rasmussen Denney, on April 27th.

FRESNO

We wish to extend our deepest sympathies to the family and friends of Brothers D. F. Coates and Glenn Swadley who recently passed away.

Many thanks to Brother Ray J. Rutledge for his donation to our blood bank.

SAN RAFAEL

Our deepest condolences to the family of Brother John Setlak who passed away suddenly on April 2nd. Our deepest sympathy to the family of our late Brother Bartlett Tucker who passed away on March 15th. Bro. Tucker was a retired member.

Best wishes for a fast and speedy recovery to the following members: Brothers Jack Witsch, Jim Picchi, Richard Scott.

"Barney" Piombo, of Piombo Brothers has been hospitalized recently, and is now at home, and from latest reports is doing nicely!

Brother C. W. Gubka's wife was recently hospitalized, but now at home, doing nicely! We wish her a speedy recovery. Brother Gubka, known as "Cy" to his fellow workers is job steward at Hutchinson Quarry.

Brother "Joe" Lovely stopped in for a short visit—and is on the mend after five trips to the hospital. Still has that sense of

(See MORE PERSONALS Cols. 4 & 5)

SWAP SHOP CORNER: Free Want Ads for Engineers

DODGE 1964 POLARA, 49,000 mi., top cond., 2 dr. hdp., new rubber, battery volt reg., points, plugs, \$72 tune up last month, F. Fredrickson, 2120 Pros. Blvd. St., Menlo Park, Ca. Phone 854-4030. Reg. No. 0293919. 3-1.

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

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

ANTIQUE PORCELAIN DOLLS and porfs. Reproduction. 7131 Parish Way, Citrus Heights, Ca. Phone 775-3142. 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, Ca. 95005. 408/336-8766. Reg. No. 1328391. 3-1.

WANTED: 12 GAUGE SHOTGUN preferably 3" shell. Also deer rifle. Both in good condition & reasonable. Dan E. Hudler, 345 Fulton St., San Francisco, Ca. 94102. 415/626-2467. Reg. No. 0848486. 3-1.

TD18-A INTERNATIONAL DOZER. Double unit 56 model, good cond. \$3,000. 209/532-2523 or write Nels Lewellen, Rt. 3, Box 680-A, Sonoma, Ca. 95370. Reg. No. 1152888. 3-1.

FOR SALE: HOUSE TRAILER 1940 TER- 19'. good cond. \$1,400. Western Trailer Park, Space 14, San Jose, Ca. evenings. Reg. No. 0822695. 3-1.

3,000 GALLON WATER TRUCK on 1956 GMC dual drive w/rear spray bars, good eng. & rubber. 415/225-2520. Reg. No. 1128314. 3-1.

FOR SALE: 450 AIRQUIP SLIDE PROJ- ector, electronic focus, 6 rotary trays. 1/2" innersol elect. impact. Charlie Williams, 5741 Tehama Ave., Richmond, Ca. 94804. Phone 526-7754. Reg. No. 0564549. 3-1.

FOR SALE: NARROW GAUGE CLETRAC track loader tractor. Model T rear end w/wheels & tires. Call Escalon 638-2867. Reg. No. 0915764. 3-1.

REG. APPALOOSA GELDING, 7 yrs. old from Patchy & Toby lines. Blue rib. winner halter and show classes. Good for girl or woman. \$1,000 or offer. T. Bridgeford, P.O. Box 3096, Eureka, Ca. 95501. Reg. No. 1415005. 3-1.

FOR SALE OR TRADE: PIPER CHERO- KEE 160 Piper Auto Pipeline. Full panel 1962 model, always hangered. C. A. Haun, Rte. 1, Hilltop Dr., Williams, Ca. 95490. Phone 459-2648. Reg. No. 0620138. 3-1.

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

FOR SALE: 1957 GMC, 2 1/2 TON TRUCK, 4 sp., dual wheels, 16" alum. van, hyd. lift gate, good cond. \$995. C. M. Orr, P.O. Box 855, Jamestown, Ca. 95327. Phone 209/826-1160. Reg. No. 987249. 3-1.

WANTED: TO BUY BACKHOE ATTACH- ment for K12 Insley cable machine. Harlan Hinks, 504 Forrest Ave., Lodi, Ca. Phone 369-5225. Reg. No. 0863761. 3-1.

FOR SALE: COMPLETE 3/4 YD 22-B BUCYRUS backhoe front, exc. cond. \$1,000. Olin D. Rogers, P.O. Box 431, Durham, Ca. Phone 343-1510. Reg. No. 320105. 3-1.

WANTED: IMPACT WRENCH, AIR, 1 1/2" must be reasonable price, and "what have you" in the tool line. Les. 302 E. 39 Ave., San Mateo, Ca. 94403. Reg. No. 1051351. 3-1.

MOBIL HOME SITES Wooded w/view, PG&E, water on property, 3 acres \$6,750. 7 acres \$7,900. Low down, good terms. C. M. Orr, P.O. Box 855, Jamestown, Ca. 95327 or call 209/826-1160. Reg. No. 987249. 3-1.

26 1/2 FT MOTOR WHALE BOAT, double cabin, new engine, exc. cond. \$2,500 or best offer. 408/266-2906. Reg. No. 1225492. 3-1.

FOR SALE: 12X60 MOBIL HOME set up in park 3 BR, 1 1/2 baths, 2 awnings, skirting, 2 util. sheds. Ladd Smith, 5553 Madison Ave., Sacramento, Ca. 95841, ph. 331-2256. Reg. No. 1192152. 3-1.

FOR SALE OR TRADE for late model house trailer—choice home site, 1/3 acre. Valley, mnts, view, golf, hike, fish, swim, boating, club house. Phone 234-4287 San Pablo. Reg. No. 221464. 4-1.

RETIRED MECHANIC'S ROLLAWAY NEW heavy duty & automotive tools, tool boxes, alum. hand trk, lock stands, torque wrench & more. Value \$1,700, price \$700. Phone 408/262-3512. Reg. No. 0622554. 4-1.

FOR SALE OR TRADE EQUITY \$2,700 one acre, 3 cabins, new well, septic tank, elec throughout. Heart of hunting, fishing at Meadow Valley. J. W. McFarland, 4673 Mesa Dr., Oakdale, Ca. 95361. Reg. No. 0405001. 4-1.

TWO DRILLING RIGS, one on semi-trailer w/chevy cab over trk; one on 10-wheel GMC. One w/oil pump for well cased. 1 rig \$2,500, 2 rig \$3,000, licks \$350 w/pump. C. W. Criswell, 240 N. A St., Tulare, Phone 686-9245. Reg. No. 918845. 4-1.

FOR SALE: REFRIGERATOR, operated on butane or elec. for trailer house. Phone 209/931-2598. Reg. No. 0509659. 4-1.

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

WILL TRADE for guns or cash Model T Ford truck assembly, rough but repairable, fits 1923-26 Ford. G.B. Homerschmidt, 4453 S. Bethel Ave., Del Rey, Ca. 93616. Reg. No. 1072423. 4-1.

GMC TRUCK MOTOR FOR SALE, Mod. 270, comp/trans, gen. etc. Like new. Completely overhauled. Reas. Phone 892-5327 off. 7 p.m. F. Carpenter, 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 276-3256 San Leandro. Reg. No. 4921380. 4-1.

COMMERCIAL LATHE, all knives Approx. 1,000 "Seroc" file need finishing. Phone 356-5884 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 to hitch. M. B. Booker, 2308 Westgate Ave., San Jose 95125. Phone 269-5847. Reg. No. 361816. 4-1.

WANTED FOR 1928-1929 MODEL A FORD Tudor sedan visor over windshield & both doors & hhd. Phone collect 707. 425-2377. Harry Syor, Rt. 1, Box 142, Fairfield, Ca. 94533. Reg. No. 688955. 4-1.

FOR SALE: ONE SET OF GOLF CLUBS plus collapsible cart w/seal, like new, a few golf balls. \$125. Charles (Red) Hansen, Phone 415/686-2983. Reg. No. 0239987. 4-1.

FOR SALE: CAT SPRAY GUN, round table, welding hood, gloves, many others. 581 Ocean View Drive, Oakland, Ca. 94618. Reg. No. 0409983. 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, Ca. Phone 846-2225. Reg. No. 0822321. 4-1.

FOR SALE: FIVE TON BEEBE HOIST, new, no handle. \$75. Two 3-wheel minibikes tandem, 1 used 1 new, set at cost. L. K. Walker, P.O. 11051, Tahoe Paradise, Ca. 95705. Phone 916/541-3951. Reg. 0434521. 4-1.

FOR SALE: 16 IN. PIPE only, for coated both sides. 20 ft. long sleeve. Reas. Phone 892-5327 off. 7 p.m. F. Carpenter, 1104 2nd St., Novato. Reg. No. 0278004. 4-1.

66 JEEP W/DITCHER attach & dozer not used in 69 or 70. Sell cheap. Good cond. Write Bill LaGasa, 2543 Barclay Ave., Union City, Ca. 94587. Reg. No. 0738753. 4-1.

FOR SALE: LAKE OF THE PINES view lot approx. 1/2 acre, bet. Auburn & Grass Valley, off Hwy. 49. Swim, fish, water ski, sail, golf. F. Borrell, 324 South Hill Blvd., San Francisco, 94112. Phone 415/333-0822. Reg. No. 1157958. 4-1.

FOR SALE: 3/4 IN. AMMCO TORQUE WRENCH 500 ft. Lb. 5 w/ratchet head. Near new. Cost \$150, asking \$120. L. Backman, 1159 Rose Ave., Colton, Ca. Phone 795-6364. Reg. No. 0772769. 4-1.

FOR SALE: CASE MODEL DC, wheel tractor, excellent condition, \$350. Call 415/862-2361. Reg. No. 599555. 4-1.

1946 FORD F-100 w/overdrive, eight ft. bed, good tires, needs engine work. \$500. Call 916/587-3401, or 916/583-3645. Reg. No. 1440253. 4-1.

2 1/2 ACRES NR. PLACERVILLE, water, elec., paved road, El Dorado City. Reasonable. Call T. C. Boshnick, 8101 Iris St., Oakland 638-2544. Reg. No. 079806. 4-1.

acres all or part, 14 mi. Roseburg, Call 503/663-4828 or 415/935-2811. G. L. Marsh, P.O. Box 4466, Walnut Creek, Ca. 94596. Reg. No. 065527. 4-1.

FOR SALE: 10 1/2 CHINOOK CAMPER. Good cond. Will trade for old guns, Wells Fargo items & cash. Price \$850. V. L. Ladner, P.O. Box 581, Incline Village, Nev. 89450. Reg. No. 1082350. 4-1.

PARSONS TRENCHER 42SW. Tilt wheel, side shift carriage. Less than 300 hrs on machine. 24" buckets. Exc. cond. Call 916/587-3401, or 916/583-3645. Reg. No. 1440253. 4-1.

SWAP, SELL 1964 CAD ENGINE, new block & out, trans for retirement land, good fishing boat & equip. Have 1966 I.H.C. Travelall—trade up cash is acceptable. Chesler Pohl, 10 Quicksip Ln., San Francisco, Ca. 94115. 931-8984. Reg. No. 213650. 4-1.

HOUGH LOADER, 2 YD, w/Extendo 20 ft. boom, new backhoe \$4,500. 25 North-west backhoe, good shape \$3,500. Bill Yates, P.O. Box 1418, Colfax, Ca. 95713. Call 346-2300. Reg. No. 0596551. 4-1.

FOR SALE: TWIN HOIST ON FRAME for dump truck w/tank & pump. Made by Cook Bros. \$450. V. L. Ladner, P.O. Box 581, Incline Village, Nev. 89450. Reg. No. 1082350. 4-1.

RETIRED HEAVY DUTY MECHANIC has full set of tools for sale all descriptions incl. reamers, porta power with box, W. Powers, 906 Donaldson Way, Vallejo, Ca. 95490. Reg. No. 0494288. 5-1.

FOR SALE: 1970 CAT DAD, power shift, hyd. lift, rippers. Less than 500 hrs. 25 per cent below cost, like new. 1969 F400 2-ton truck, 16' flat bed, 14-ton double boom hoist, only 12,000 mi., vacuum brake controls, J. Haslouer, 12964 E. Tokay Colony Rd., Lodi, Ca. 95240, phone 931-0781. Reg. No. 094408. 5-1.

FOR SALE: MILLER TILT BED trailer, dual axle, 18' bed, hdy brakes, new last year, 12 ton cap. Also 1700 gal water tank 12' long oval type, universal pump in & out. J. Haslouer, 12964 E. Tokay Colony Rd., Lodi, Ca. 95240. Phone 931-0781. Reg. No. 094408. 5-1.

TL-20 LORRAINE BACKHOE-TRUCK mounted on IHC L-190 Heavy duty. \$6,000, make offer. C. L. Schriener, 492 105th Ave., Oakland, Ca. 94603. Phone 4415-562-2405. Reg. No. 0608068. 5-1.

FOR SALE: TWO HOUSES, one 2 BR on 3 lots, one 3 BR on 5 lots All fenced, nr hunting & fishing. Phone 916-459-3041. Reg. No. 0935528. 5-1.

FOR SALE: 1960 CAT DAD, power shift, hyd. lift, rippers. Less than 500 hrs. 25 per cent below cost, like new. 1969 F400 2-ton truck, 16' flat bed, 14-ton double boom hoist, only 12,000 mi., vacuum brake controls, J. Haslouer, 12964 E. Tokay Colony Rd., Lodi, Ca. 95240, phone 931-0781. Reg. No. 094408. 5-1.

TL-20 LORRAINE BACKHOE-TRUCK mounted on IHC L-190 Heavy duty. \$6,000, make offer. C. L. Schriener, 492 105th Ave., Oakland, Ca. 94603. Phone 4415-562-2405. Reg. No. 0608068. 5-1.

FOR SALE: TWO HOUSES, one 2 BR on 3 lots, one 3 BR on 5 lots All fenced, nr hunting & fishing. Phone 916-459-3041. Reg. No. 0935528. 5-1.

FOR SALE: 1960 CAT DAD, power shift, hyd. lift, rippers. Less than 500 hrs. 25 per cent below cost, like new. 1969 F400 2-ton truck, 16' flat bed, 14-ton double boom hoist, only 12,000 mi., vacuum brake controls, J. Haslouer, 12964 E. Tokay Colony Rd., Lodi, Ca. 95240, phone 931-0781. Reg. No. 094408. 5-1.

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FOR SALE: 1960 CAT DAD,

CLIP & SAVE

1971 MEETINGS SCHEDULE

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

SEMI-ANNUAL MEETING

JULY

10 San Francisco, Sat., 1 p.m.

DISTRICT & SUBDISTRICT
MEETINGS

MAY

4 Sacramento, Tues., 8 p.m.

11 Stockton, Tues., 8 p.m.

13 Watsonville, Thurs., 8 p.m.

20 Oakland, Thurs., 8 p.m.

26 San Francisco, Wed., 8 p.m.

JUNE

1 Fresno, Tues., 8 p.m.

4 Provo, Fri., 8 p.m.

5 Reno, Sat., 8 p.m.

10 Santa Rosa, Thurs., 8 p.m.

JULY

20 Eureka, Tues., 8 p.m.

21 Redding, Wed., 8 p.m.

22 Oroville, Thurs., 8 p.m.

28 Honolulu, Wed., 7 p.m.

29 Hilo, Thurs., 7:30 p.m.

AUGUST

4 San Francisco, Wed., 8 p.m.

10 Stockton, Tues., 8 p.m.

12 Oakland, Thurs., 8 p.m.

24 Sacramento, Tues., 8 p.m.

26 San Jose, Thurs., 8 p.m.

31 Fresno, Tues., 8 p.m.

SEPTEMBER

2 Ukiah, Thurs., 8 p.m.

17 Salt Lake City, Fri., 8 p.m.

18 Reno, Sat., 8 p.m.

OCTOBER

5 Eureka, Tues., 8 p.m.

6 Redding, Wed., 8 p.m.

7 Marysville, Thurs., 8 p.m.

27 Honolulu, Wed., 7 p.m.

28 Hilo, Thurs., 7:30 p.m.

NOVEMBER

4 Watsonville, Thurs., 8 p.m.

9 Stockton, Tues., 8 p.m.

11 Oakland, Thurs., 8 p.m.

17 San Francisco, Wed., 8 p.m.

23 Sacramento, Tues., 8 p.m.

DECEMBER

3 Ogden, Fri., 8 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.Eureka, Engineers Bldg.,
2806 Broadway.Redding, Engineers Bldg.,
100 Lake Blvd.Oroville, Prospectors Village,
Oroville Dam Blvd.Honolulu, IBEW Hall, 2305 S.
Beretania Street.April meeting only, Wash-
ington School Cafetorium, 1633
S. King St.Hilo, Kapiolani School, 966
Kilauea Ave.San Jose, Labor Temple, 2102
Almaden Rd.Stockton, Engineers Bldg.,
2626 N. California.Oakland, Labor Temple, Mil-
ler's Hall, 23rd & Valdez.Sacramento, CEL&T Bldg.,
2525 Stockton Blvd.Fresno, Engineers Bldg., 3121
E. Olive St.Ukiah, Labor Temple, State
Street.Salt Lake City, 1958 W. No.
Temple.Reno, 124 West Taylor,
Marysville, Elks Hall, 920-D
Street.Watsonville, Veterans Memo-
rial Bldg., 215 Third.V Santa Rosa, Engineers Bldg.,
3900 Mayette.Provo, 165 West 1st North.
Ogden, Teamsters Hall, 2538
Washington Blvd.

"The love of property and consciousness of right or wrong
have conflicting places in our organization, which often makes
a man's course seem crooked, his conduct a riddle.

—Abe Lincoln

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SEMI-ANNUAL MEETING

Recording - Corresponding
Secretary T. J. Stapleton has
announced that the Semi-An-
nual meeting will take place
on Saturday, July 10, 1971,
at 1 p.m. in the Marine
Cooks & Stewards Union Au-
ditorium, 350 Fremont St.,
San Francisco. All members
are encouraged to attend
this very important meeting.
T.J.S.

CLIP & SAVE

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 592-5871
Bill Parker 359-1680
Fran Walker, Trustee 450-6304
Bill Relford

SAN MATEO

1527 South "B" 94402 (Area 415) 345-8237
Bill Roney 358-5690
Dick Bell 359-6867

SAN RAFAEL

76 Belvedere Street 94901

(Area 415) 454-3565

Al Hansen 479-6874

VALLEJO

404 Nebraska Street 94590

(Area 707) 644-2667

Aaron S. Smith 643-2972

Dudley Western 648-1775

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1444 Webster Street 94612

(Area 415) 893-2120

Don Kinchloe, Dist. Rep. 837-7418

Guy Jones 525-5055

Tom Carter 682-6382

Herman Eppler 754-3072

John B. Norris 825-4877

Paul Wise 686-2587

Jim Jennings 828-5803

DISTRICT 3—STOCKTON

2626 N. California 95204 (Area 209) 464-7487

Walter Talbot, Dist. Rep. 477-3210

Al McNamee 464-0706

Elvin Bialisti 948-1742

MODESTO

401 H Street 95354 (Area 209) 522-0833

Bob Sheffield 522-2262

DISTRICT 4—EUREKA

2806 Broadway 95501 (Area 707) 443-7328

Ray Cooper, Dist. Rep. 443-1814

Eugene Lake 443-5843

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Claude Odom, Dist. Rep. 439-4052

Bob Merriott 734-8696

Walter Norris 439-3455

Harold Smith 222-8333

DISTRICT 6—MARYSVILLE

1010 Eye Street 95901 (Area 516) 743-7321

Harold Huston, Dist. Rep. 742-1728

John Smith 743-6113

Alex Cellini 742-4395

Dan Senechal 673-5736

DISTRICT 7—REDDING

100 Lake Blvd. 96001 (Area 916) 241-0158

Ken Green, Dist. Rep. 347-4097

Robert Hovenhill 241-3768

DISTRICT 8—SACRAMENTO

8580 Elder Creek Road 95828 (Area 916)

383-8480

Ralph Wilson, Dist. Rep. 622-7078

Marlin Cooper 489-4180

Al Swan 487-5491

DISTRICT 9—SAN JOSE

760 Emory Street 95110 (Area 408) 295-8788

Bob Mayfield, Dist. Rep. 295-8788

Mike Kravnick 266-7502

Jack Curtis 476-3824

Mike Womack 286-6833

Jack Bullard 476-1962

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3900 Mayette 95405 (Area 707) 546-2487

Russell Swanson, Dist. Rep. 545-4414

Robert Wagon 539-2821

NEVADA

DISTRICT 11—RENO

185 Martin Avenue 89502 (Area 702) 329-9236

Jerry Bennett, Dist. Rep. 322-7054

Russell Taylor 423-5620

Dale Beach 882-6443

Lenny Faag 635-2737

UTAH

DISTRICT 12—SALT LAKE CITY

1958 W. N. Temple 84103 (Area 801)

328-4946

Tom Bills, Dist. Rep. 255-6515

Wayne Lassiter 487-2457

PROVO

125 E. 300 South 84601 (Area 801) 373-8237

Lake Austin 374-0851

OGDEN

2538 Washington Blvd. 84401 (Area 801)

399-1139

Kay Leishman 392-8858

HONOLULU, HAWAII

2305 S. Beretania 96814 (Area 808)

949-0084

Harold Lewis, Sub-Dist. Rep. 923-1207

Willard Brown 455-9824

Wallace Leon 455-3908

Bert Nakano (Hilo) 938-6141

Valentine K. Wessel (Hilo) 935-6187

AGANA, GUAM

P.O. Box E-J 96910 772-4222

Harry Bouwens 772-4222

William Flores 749-2400

Mike Pope 746-4586

Virgilio Defin 772-2390

CREDIT UNION NOTES

CU Best Source On
Vacation Purchasing

By JAMES "RED" IVY, Credit Union Treasurer

With hundreds of campers on the market from tiny tag-along
trailers to 40-foot motor homes with air conditioning, carpeting
and stereo, the choice you make depends on
your family needs, your vacation plans — and
your budget.

Camping vehicles come in five major types.
The simplest, and least expensive, is the camp-
ing trailer, costing \$400 to \$3,000 depending
on options. They're easy to haul, even by
smaller cars, and easy to set up, take down
and store. However, what you save in cost
and simplicity you trade off against lack of
amenities.

The second is the travel trailer, a step above
the camping trailer in construction, comfort
and price. They range from 12 to 40 feet in
length and from \$1,000 to \$17,000 in price.

They also offer the widest variety.
Then there's the pickup camper that fits into the bed of a truck.
While they're reasonably roomy and can be occupied with the
vehicle in motion, they presume another purchase—the truck to
carry them. And some pickup trucks lack adequate braking sys-
tems—a safety point to watch.

Camper or converted
vans can be purchased
"bare" and then equipped,
or can be bought ready for
the road. They cost from
\$5,000 to \$6,000. The van is
nice for couples, but if you
have a family you might
want an optional side tent
or separate unit.

Motor homes are yachts
of camping vehicles, with
prices from \$7,000 to \$25-
000. They are usually self-
contained and have all the
comforts of a compact
apartment. Motor homes
ride more smoothly and
have more of the gimmicks
of civilization, but demand
high utilization to justify
the investment.

The type of vacation you take and the number of people along
are also important. If you do a lot of stop-and-go driving or over-
nighting, the easier it is to set up and break camp the more fun
you'll have. And if the kids are with you, or the trip is long,
you'll need more available room.

Whatever type of camping equipment you use, you can get a
better deal on the purchase by financing it at your Local Union
No. 3 credit union.

So examine your needs, make your choice, and see your Local
3 Credit Union.

What You Don't Know—Hurts!

Not only do most retailers charge 18 per cent interest a year
on the unpaid balance of their credit card accounts, the Wall
Street Journal says, but also the stores even charge interest on
money shoppers already have paid back.

That's because most retailers use the "previous balance" sys-
tem of figuring interest charges, the Journal says. Suppose your
unpaid balance at a department store on March 1 was \$100, and
during the month you paid \$90. Your statement on April 1 would
show a balance due of \$10, but an interest charge based on the
full \$100 balance, which at 1.5 per cent a month would be \$1.50.
Applying that charge to the \$10 balance actually due works out
to an annual interest rate of 180 per cent, the Journal says.

The Fair Credit Billing Act introduced by Sen. William Proxmire (D-Wis.) would prohibit the previous-balance system and
require the use of the "adjusted balance" method that does take
partial payments into account when assessing interest.

That's just another reason it's better to decide what you need,
borrow from your credit union and pay cash. For one thing,
your Local Union No. 3 credit union's interest rate is much lower
than that 18 per cent. And for another, your credit union is here
to serve you—not make a profit off you.

(PAID ADVERTISEMENT)

California Unemployment
Soars to 13 Year Record

Unemployment in California

jumped to 7.4 per cent in April,
its highest level in 13 years,
State officials reported. It is 21
per cent higher than the nation-
wide average of 6.1 per cent.

More than 595,000 Californi-
ans who wanted to work could-
n't find jobs in April.

The State Department of Hu-
man Resources and Develop-
ment said that unemployment
in California has increased 35
per cent since April 1970 when

the jobless rate was 5.5%.

In the Bay Area 82,800 were
out of work this April compared
to 63,000 a year ago. Nation-
wide 4,700,000 were jobless.

While unemployment was
climbing to these heights, 12
Republican members of the Cal-
ifornia congressional delegation
voted to dump a \$2 billion pub-
lic works program to create
more jobs and facilities in com-
munities with high unemploy-
ment.