

"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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June 1971

## Clem Named to Transportation Board



KEYNOTE SPEAKER for the Certificate of Completion ceremonies at Rancho Murieta Training Center recently was Local Union No. 3 Business Manager Al Clem. A standing ovation greeted the noted labor leader and he seems to have scored a humorous point in the above photo with (l. to r.) Bill Wright, master of ceremonies for the event; and Frank Pozar, Chairman of the Joint Apprenticeship Committee. (For the story and more pictures of the event see page 7.)



## Reagan Picks Labor Leader for Key Slot

Governor Ronald Reagan has appointed Al Clem, Business Manager of Operating Engineers Local Union No. 3 and a vice president of the International Union of Operating Engineers, AFL-CIO, to the State Board of Transportation. Clem, a Democrat, will be the only labor member serving on the board.

In accepting the appointment, Clem said, "I am honored that the Governor has confidence in my ability to serve in this key assignment. This is an important board with very definite impact on construction, construction labor and the future economy of our state. It is vital that labor have a voice in this high council and I feel the Governor does more honor to labor unions in general, and the members of Operating Engineers Local Union No. 3 in particular, than me personally. I shall endeavor to serve with distinction." Board members receive no compensation.

The State Transportation Board is made up of seven members appointed by the Governor and subject to Senate approval. The Chairman of the Senate and Assembly Transportation Committees are non-voting members. Duties of the Board are to advise and assist the Secretary of the Business & Transportation Agency in legislating, formulating and evaluating policy and plans for transportation programs within the State.

In addition, the Board re-

quests and reviews reports from the Office of Transportation Planning and Research, and from other sources as the Board may determine pertaining to public financial participation in transportation systems development and planning, construction and operation, in-

(See STATE POST, Page 2)

## Eighth Annual Scholarship Winners Named

First prizes in the Eighth Annual Scholarship Competition were awarded to Anne-Marie Gallegos, San Jose, California and Anthony Santos also of San Jose, California in the Office of the Mayor of San Jose. Mayor Norman Mineta and Paul Edgecombe, President of Local 3, shared the presentation of the awards to the young scholars while their family and friends applauded.

The Committee on Undergraduate Scholarships and Honors at the University of California, Berkeley, also selected first and second place runners-up in the competition sponsored by Operating Engineers Local Union No. 3. They are, Annette Johnson, Oroville, California, and Wilbur (Bill) Stover, Arroyo Grande, California, First Runners-up, and Gail A. Biasca, Eureka, California and Brian McConnell, Manteca, California, Second Runners-up.

During the presentation Paul Edgecombe said that the competition for the scholarships had been very close, and that all of the sons and daughters of Local 3 members who participated were to be congratulated for their scholarship achievements. Presentation of the honorary plaques to the runners-up will be made at district meetings.

Brother Ricardo P. Gallegos, a 19-year member of Local 3, is the father of first prize winner Anne-Marie Gallegos. Miss Gal-

legos graduated from San Jose Senior High School where she rated fourth in a class of 362 students. A serious-minded young lady, Anne-Marie wants to gain more knowledge and wisdom to enrich her life and to better serve mankind and plans to become a physician. She also has a deep interest in music and the French language, shown by her participation in the school orchestra and marching band, individual

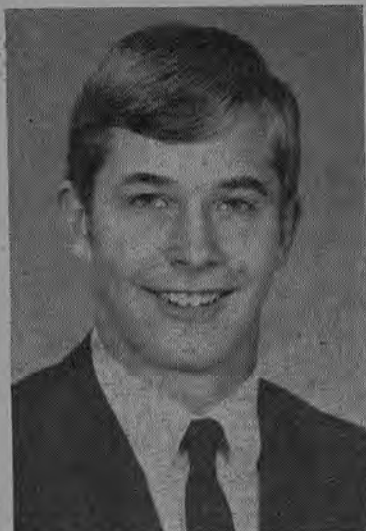
(See SCHOLARSHIPS, Page 2)



ANNE-MARIE GALLEGOS  
Winner



ANNETTE JOHNSON  
1st Place Runner-up



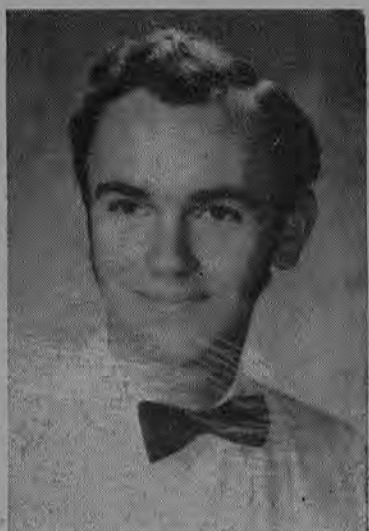
BILL STOVER  
1st Place Runner-up



GAIL ANN BIASCA  
2nd Place Runner-up



BRIAN McCONNELL  
2nd Place Runner-up



ANTHONY SANTOS  
Winner





*Collectively  
Speaking  
with Al Clem*

At this writing we are still in negotiations with the committees representing the Associated General Contractors of America, Inc., and the Engineering Grading and Contractors Association as well as the committee representing the dredging contractors.

We are also negotiating in the copper industry as this agreement after a period of three (3) years is now open for negotiations. We hope that it doesn't result in a prolonged strike as we had three (3) years ago.

The climate at the negotiating table with the employers representing the construction industry is entirely different than it has been in past years, and very frankly, I personally do not think it is for the good of the industry and it most certainly is not for the good of the construction worker.

Many of the old timers whom we have done business with over the years have now retired or have turned their duties over to a younger and more aggressive breed. I think that by and large that they want to do what is right but they have had such a snow job from the Nixon Administration that possibly they have been brainwashed. I hope they do not drive the construction industry into a position like Lockheed or Pennsylvania Railroad running to the taxpayers crying for financial care or what is otherwise known as Capitalistic Medicare.

As we look at the job that the construction industry in cooperation with the various Building Trade Unions have achieved in America, it is inconceivable to me that at this late date, a group of politicians who have no compassion about voting themselves a 50 or even a 100% increase in wages should be crying about a mere pittance of an increase that we are trying to secure for the members of our union, and who, due to the cut-back in the construction industry, are in many cases only working part-time.

As a result of this sad situation, I would urge every member of our union to be sure that they are registered to vote and also that their families and friends are registered to vote. Only in this way can we turn those out to pasture who have brought an increased cost of living to the country far beyond anything we have seen in our lifetime. At the same time, they are screaming to hold the wages to a bare minimum, yelping about featherbedding and endeavoring to raise the taxes of the blue collar worker out of all proportions to support the drones who do not have any intention of working even if work were available.

The shame of it all is that a country as wealthy and industrious as America can not have full employment, for there are so many improvements that could be brought about with just a little judgement on the part of the people who control the purse strings in this country.

You will note that the Governor after having vetoed the bill that would kill the Southern Crossing has now signed a bill referring the matter of building a Southern Crossing to the residents in the six (6) Bay Area Counties. This measure will be on the ballot in June of 1972. This is a quarter of a billion dollars project which will provide employment for many construction workers and Operating Engineers and it will also do away with these traffic jams over the Bay Bridge. At the present time the traffic is held up anywhere from 15-30 minutes each day. This is just not right.

If the Southern Crossing is built, it would not only make it possible to cross the bay at an accelerated rate but also could open up many new areas on the lower peninsula and in Alameda County. The big hue and cry is that if there were a Southern Crossing, it would affect the financial status of Bay Area Rapid Transit. We think there is enough movement of people across the bay to keep all the transportation facilities well occupied.

You will probably hear a great deal of talk that if the Southern Crossing were built, it would increase taxes. It is our understanding that the Southern Crossing would be financed by the Toll Bridge Authority, and would be paid for by the revenues from the different toll bridges throughout California. As we now have a 40-60 split in highway construction funds in California, the lion's share going to Southern California, this would compensate the workers in Northern California and the taxpayers in Northern California to a degree where it would not only improve property but also provide better transportation as well as additional employment.

Between the sessions at the bargaining table, I was able to be in attendance at the district meeting in Provo, Utah and Reno, Nevada. I was sorry that the attendance at these meetings was not up to expectation, but I presume it was due to the fact that many of the members were out of town working. Because of pressing union business, I was unable to attend the district meetings in Fresno and Santa Rosa.

Do not forget the Semi-Annual Meeting on Saturday,

MORE CLEM Columns 4 & 5)

## Clem Will Be 1st Labor Vote On State Board

(Continued from Page 1)

cluding the extent and nature of participation by local, regional, state and federal governments.

It reviews master plans for major portions of the overall Statewide transportation system, including such plans as the California Freeway and Expressway System, State Aviation Master Plan and regional transportation plans developed by such organizations as the Association of Bay Area Governments, Metropolitan Transportation Commission, Southern California Association of Governments, San Diego Council of Governments.

It develops statewide transportation policies and plans and reviews transportation policies and plans of all state agencies. It makes recommendations to the Business & Transportation Agency and to the Legislature.

The Board also makes recommendations for legislation.

The Board is required to meet at least four (4) times a year, but has been meeting monthly, and probably will begin to meet more often now. William S. Weber, Chief of the Office of Transportation and Research, and Executive Secretary to the State Transportation Board, said that, "At the Board's direction my staff and I are currently investigating and preparing the material necessary for a legislative proposal concerning the possible reorganization of all State transportation bodies."

Clem is a veteran of thirty-six (36) years in the California labor movement. He is a past vice president of the State Building Trades Council and was council president in both Contra Costa and Alameda counties.

He is one of the men who helped to author the California State Plan for the employment of minorities in construction. He also pioneered training, safety, credit union savings and scholarship programs for his union.

Al and Helene Clem make their home in Millbrae, California.

Other members of the State Board of Transportation include: Chairman, Knox Bourne, Regional Vice President of McGraw Hill in Los Angeles; Vice Chairman, James A. Folger, Folger Coffee Co., San Francisco; Aubrey E. Austin, Jr., Chairman of the Board and President of the Santa Monica Bank, Santa Monica; Richard R. Brown, President & General Manager of Brown Tool Engineering Co.; El Cajon; George R. Bous, West Coast Manager of the U.S. Plywood Champion Papers, Inc., Redding; Jonathan C. Gibson, attorney, Welsh & Gibson, San Diego.

Ex-officio members are: Honorable Tom Carrell, Chairman of the Senate Transportation Committee and Honorable Wadie P. Deddah, Chairman of the Assembly Transportation Committee.

### ENGINEERS NEWS

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## More Scholarships

(Cont. from page 1)

recitals given, and her membership in the French Club.

Anne-Marie Gallegos has worked as a volunteer for the San Jose Hospital, where she received a San Jose Hospital Service Pin and two Certificates of Merit from the hospital's Junior Auxiliary. She has served as an officer of the Medical Careers Club, is a lifetime member of the California Scholastic Federation, has been a member of the Model U.N., the Girls Athletic Association, the Girls Block S.J. Club and the girls honor club, Les Bijoux.

A 13-year member of Local 3, Anthony J. (Tony) Santos is the father of first prize winner Anthony Santos who graduated this June from James Lick High School in San Jose, California, ninth in a class of 320 students. An outstanding Mathematics scholar, Anthony is also a musician and his interest in his community has been expressed by volunteer work in various community health associations and political campaigns, as well as on-campus community work such

as the Clean Campus group and the Clothing drives. He has served as an officer of and is a life member of the California Scholastic Federation, has been a member of the Crest & Key Honor Society, received departmental honors in Math and Science, was on the Superintendent's Honor List for two years, received a National Merit Letter of Commendation and appeared in the Merit's "Who's Who."

Mr. Santos has also been a member of the National Order of Mu Alpha Theta, the Music Club, Band Club and served as President of the Math Club and was in the School Band for four years. He has been accepted as an honor student in Mathematics at the University of Santa Clara.

Al Clem, Business Manager and International Vice President, has stated that these young scholars are a credit to their families and to their communities and expressed wishes of great success in their chosen fields of endeavor from the officers and membership of Local Union No. 3.

## Calif. Economy Hurting

State Legislative Analyst A. Alan Post told the legislature's Budget Committee that California's economy is in a state of "acute depression."

Finance Director Verne Orr later described the situation more euphemistically when he told the same committee that "the economy has just been more sluggish than we hoped it would be."

Post declared: "We are in a period of acute depression, stagnation in California."

He pointed out that revised estimates for the current year indicate that only 34,000 new jobs will be created compared with almost 400,000 in 1966.

"With this kind of growth, it's been very difficult on the revenues of the state," he said,

noting that it results not only in lowering state revenues but in increased costs of welfare and related services.

This is one of the principal reasons why organized labor has consistently fought for a full employment economy and stressed the need for both federal and state governments to take prompt action to initiate public works and public service programs to sustain the economy when job creation in the private sector lags.

For more than a year now some \$12.7 billion in congressionally approved funds have awaited only President Nixon's signature to be released and translated into job opportunities for hundreds of thousands of unemployed workers throughout the nation.

## More Clem . . . (Continued from Columns 1 & 2)

July 10. If we have not concluded negotiation at that time, we will have a very comprehensive report to give you.

We were proud to participate in the ceremonies at Rancho Murieta Training Center honoring our fine apprentices who had worked their way to journeyman status. Our older membership can also be proud of these young men who carry on in the tradition of this nation's working man. We only hope the present political and economic conditions of this country won't discourage our young members and that they won't seek the shiftless way of the loafer and the non-producer. It is young men such as these that offer the best hope for our country's survival. We hope the contractor and the politician realize this before any more damage is done.



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# Oakland Work Showing Steady Gains

By DON KINCHLOE  
Treasurer & Dist. Rep.

By HERMAN EPPLER  
SOUTHERN ALAMEDA  
COUNTY

Work in this area is now moving at a good steady pace with many of the contractors. We still find that most of the work has something to do with housing. We have many new housing projects starting and a lot of underground work on those in progress.

Ernest Pestana Co. has three projects, one in Niles, and one in Pleasanton. Silva Pipeline out of Hayward has several underground jobs throughout Pleasanton and Hayward and they are still working in the Industrial Park area of Alvarado Blvd. in Union City.

We find that in the Dublin area several new stores and warehouses are going up. Western Electric is having a large warehouse put up there by McDonald & Nelson. Western Electric, who will run BART, will use this location for much of their operations as well as a storehouse.

Also in Dublin, Ernest W. Hahn putting up a tilt-up warehouse at Foothill Blvd. Ralph Carlsen Co. is building a Payless and Albertson Market. If Dublin continues to grow at this pace it probably will incorporate and become a city soon.

Out in Livermore the Piombo Const. Co. is still working on Highway 50. They have about 30 brothers on this project. There wasn't much work on this job during February and March but through April and May we can really see the progress. They are now finishing many of the frontage roads and have a paving crew going at this time.

The United Concrete Co. located at Vasco Rd. has sold out and has closed its Sacramento and San Jose Plants and intend to service Northern California from its plant located in Tulare.

Kaufman and Broad Co. Home Builders have purchased the United Concrete location in Livermore and have plans for a prefab house factory plant.

We find most of the Rock Sand and Gravel Plants are working two shifts and the brothers in these are working some overtime now. This is much needed to make up for some of the winter months.

By PAUL WISE

Eastern Alameda, Lower,  
Western Contra Costa

The work in this area is still very slow, with the bigger jobs phasing out and a few small jobs being let.

Pacific Excavators was awarded the contract from Alameda County Flood Control for \$950,000 to excavate and place a 1200 foot long 12' x 10' concrete box culvert on Sausal Creek. It will go until around December, keeping approximately five brother engineers busy.

By JOHN NORRIS  
UPPER CONTRA COSTA  
COUNTY

Work has picked up in Upper Contra Costa County this past month. There are several housing projects going at the present time. These are all short jobs with the average job running about 150,000 yards.

A. Tiechert & Sons have moved in the area now and have

set up an office in Concord. They are working on a small job in San Ramon now with a crew of eight brothers and are bidding on several other jobs.

Ernest Pestana is working in the area now with a total crew of 25 brothers on five different jobs between San Ramon and Antioch.

R. Yackley is moving equipment in now on their job in the Gentrytown tract in Antioch. This is the biggest dirt job in the area at this time with a total of a million yards.

There isn't much going on in the refineries at this time although there are rumors of a 6-million dollar job in Shell. I'll believe the rumors when the contractor calls for a pre-job conference; until then we can only cross our fingers and hope it's true.

Universal Rigging and Erection is in Shell now to put up a couple of Vessels but this is a short job with only three brothers on the payroll at this time.

McDonald Const. Co. has the Merritt College North Area Parking lots which should be just about done by the time you read this article.

J. S. Shea BART Station and parking areas in Berkeley are coming to a close.

Watergate Project is still working, keeping about 30 brothers working between Woodward & Lundgren and Geo. Nolte.

The Holiday Hotel project, east of Watergate being done by Bryant is still going strong with three engineers working pretty steady.

A few of the engineering firms in this area that are going strong are Murry-McCormick, Bissell & Karn, Testing

Engineers, Peters & Verdugo.

Hiller Highlands are starting back up on a small scale with Silvas Pipeline doing the underground Bryan & Murphy doing the engineering.

Brothers as you can see by the sketchy work picture that we, as members of Local 3, have got to get involved with local politics and band together so we will have political strength, this way and only this way will the politicians listen to us and be a friend of labor.

In closing, your union would appreciate your donation to the Blood Bank, and when doing so, be sure and inform the Blood Bank that you are donating for Local 3.

There is one more important service you can do, for your retired brothers, and that is if you know a retired engineer, drop by and say "Hi!" and spend a little time with him. I know he would appreciate seeing his brother engineers and hearing what's new in the construction field.

By TOM CARTER  
WESTERN CONTRA COSTA  
COUNTY

The work load in this area is starting to pick-up slightly after a slow and discouraging start since the first of the year.

Turner Const. is keeping five brothers busy on their 150 unit motel project at the Berkeley Marina; they should finish this fall.

McGuire and Hester has picked up a nice 3-million dollar storm drain job in Richmond which should keep 15-20 engineers busy for a year and a half.

M. W. Kellogg at Standard Oil Refinery are making good

progress with nine brothers manning the job which is a small 2-million dollar unit.

Kellogg has moved on this job speculating that they will pick-up one of the larger jobs that is scheduled to start in the near future.

Brothers I would at this time like to inform you of the sad situation the Blood Bank is in. The Blood Bank needs quite a few donations to get up to par. The main blood bank is at 6230 Claremont, Oakland. The mobile unit will be in Richmond the first Monday of each month

at the Machinist Hall, 255 16th St., 5:00 A.M. to 8:00 P.M. Thanks again from your brother engineers and families.

We would at this time like to personally thank you brother engineers in the Richmond Area who voted for Gary Fernandez for Richmond City Council who won by a large majority. He was a V.O.T.E. endorsed candidate and this just goes to show you brothers that if we stick together, we can win politicians that are friends to the working man, especially the Operating Engineers.

## Steady Changes Now Filling Up SF Skyline

By DON LUBA

The work situation is somewhat improved from the time of my last report, but there is still a great deal to be desired, as compared to the normal construction years we have known in the past.

The P.G.E. building is now completed and the St. Francis Hotel Addition is now well on its way to completion. Carter Bros. set some very nice looking precast stone slabs for the outside walls.

Bethlehem recently topped out on the steel on Haas & Haynie's 36-story Union Bank building at California and Davis Streets. Bay Cities Crane & Rigging has set up and will operate two french built "Richier" tower cranes for the purpose of setting 7-ton precast slabs for the outer shell of this building.

William Simpson Co. are well along on the new Hyatt Hotel at Post and Grant Streets. Herick Corp. having topped out on the steel around the first part of May. Two tower cranes have been set up there now, one for William Simpson Co. and one for Basalt Inc. who will supply and set the precast rock slabs.

William Simpson Co. are also doing the new Quantas Air-line Building on Post between Powell and Grant.

Dinwiddle Construction is moving right along on the new Trans-America building, with Kaiser hanging the steel. Swinerton & Walberg's Pacific Insurance building at Pine and Front Streets is progressing well. American Bridge is hanging the steel on this job with "the old pro," Brother Loren Squier on the guy derrick. They are presently on floor 23 with about six more jumps to make.

At the foot of market street we finally have a start on the new Embarcadero Center Hotel. The start of this job has been postponed every month for the past six months. Jones Allen Dillingham are the general contractors on this one, with Chef Smith doing the excavation and Santa Fe Pomeroy driving the piles. There are close to 1400 precast piles to be driven both 125 and 130 foot lengths. Brother Johnny Jarvis the Steward on the job is operating the 4000 Manitowoc with assistant engineer Bob Stafani. Both are doing an excellent job of hammering down 20 to 25 sticks per shift. Brother Bob Shepard operating and Brother Furgerson assisting on the 3900 Manitowoc. Brothers Warren Lopez operating and Frank Carreio

assisting on the 2900 Manitowoc truck crane. Brothers Merle Barton on the Pettibone and Mike McCord on the pumps and compressors. Bill Nevens, mechanic. Mel Faria and Jim Cooper handling the surveying. When completed this 16 story beautifully designed building will have a revolving restaurant on the top.

M & K Corp. have 37 engineers busy driving tunnel on the last section of Bart heavy construction between Concord and Daly City. They hope to hole through on their last two tunnels by the 15th of June.

Further up Market Street, we have Peter Kiewit going full bore on their excavation of the Van Ness Avenue Bart Station.

West of Peter Kiewit's job we have Fruin-Colnon-Dravo with the first of several Bart contracts to be let, which will eventually take the system through the Twin Peaks to the Western part of the city. Fruin-Colnon-Dravo are now well into the excavation and one short tunnel.

In recent weeks here in San Francisco, we have had meetings with the Brother Engineers working under the Pacific Coast Ship Repair Agreements and the West Bay Material Agreements, for the purpose of discussing new contract proposals. We had an excellent turn out and participation at these meetings.

## Cranston's Bill To Save Jobless Workers' Homes

A bill to authorize a \$25 million fund to insure private loans to homeowners to meet mortgage payments on homes of workers who are out of work or have had to take a substantial cut in pay has been introduced by U. S. Senator Alan Cranston (D-Calif.)

While noting that the foreclosure rate in California has not yet shown any drastic increase, Cranston pointed out that in Seattle where substantial unemployment occurred a year earlier than in California, "the foreclosure rates tell the story."

In 1969 there were only 189 foreclosures on FHA guaranteed mortgages in Seattle. But for the period ending October, 1970 foreclosures had soared to 1,034 — "almost a six-fold increase for those ten months alone," he said.



By GUY JONES

Utah Dredging Company has sold their entire dredging equipment to the Japanese government. Dredge "San Mateo" was loaded on a sea-going barge and is under tow at this reporting. Dredge "Franciscan" will be leaving for Japan as soon as their Southern California job is finished. This is a great loss for Local 3 dredgers.

Western Pacific Dredging have a small dredging job in Point Hueneme. Dredge "Polhemus" has been towed out from Antioch for this job.

Manson General were low bidders on a hopper dredge job in Eureka. Dredge "Manson No. 12" will work this job. Dredge "Manson No. 11" has quite a lot of work on Oakland outer harbor job. This is extra work — 3 shifts, 6 days.

Kiewit Dredge "Big 10" is putting the finishing touch to the Pier 96 job. Dredge "Thelma" will be finished by the time this report comes out. Dredge "Sandpiper" will be placing sand on this job for some time.

Shellmaker Company was awarded a new Corps of Engineers Job in Santa Cruz and Moss Landing Harbor Cleanup. This contract went for \$92,250.

Clamshell Dredging is short of work at this reporting.

Dutra Dredging Company of Rio Vista is busy on several good jobs in the Delta and the Bay Area. Dredges "California," "Sacramento" and "Liberty" are keeping some good crews busy. Dredge "Alameda" is tied up in Rio Vista yard.

Olympian Dredging work is slow and under repairs in Rio Vista yard.

Leslie Salt is keeping two good crews busy on their dikes.

Great Lakes Dredging has no jobs at this reporting and under repairs in Alameda yard.

West Coast Dredging has no work.

NEW FEDERAL SAFETY ACT — The new act covers virtually every working man and woman in the U.S. who benefit by the establishment and enforcement of standards for their safety and health. Employers benefit through programs designed to eliminate hazards which cause lost production, costly medical expense and heavy disability compensation payments.

\$1,000-a-day fines for flagrant noncompliance.

Administration and enforcement are shared by the Secretary of Labor and the Secretary of Health, Education and Welfare, with the major responsibility in the hands of an Assistant Secretary of Labor.



# Freeways Speed Marysville Job Pace

By HAROLD HUSTON  
District Representative  
and Auditor

The fact that over \$6 million dollars of work has been let in the Marysville District the past month has brightened the work outlook for the coming year. Pre-Job Conferences have been held with Hughes & Ladd, Inc., on the \$2,264,018-

Harold Huston

50 Hwy. 49 job west of Downieville, also with Baldwin Contracting Co., Inc., and Merrill L. Dubach, a joint venture, on their \$4,073,201.62 Hwy. 65 Freeway section south of Marysville.

**\$4 MILLION FREEWAY FOR YUBA**—Bids were opened on construction of the four-lane Highway 65 Freeway section south of Olivehurst and a joint venture headed by a Marysville firm was the low bidder.

Baldwin Contracting Co., Inc., of Marysville and Merrill L. Dubach submitted the low bid of \$4,073,201.62, according to the State Division of Highways. There were four other bidders. Under present plans, as stated at the pre-job conference, the project will require about a year and could be ready for traffic in the fall of 1972.

The 4.7 mile section will replace a portion of Highway 65 originally built in 1915. It was then an oiled, gravel road about three feet wider than each lane of the present two-lane highway. The project involves construction of four new freeway lanes from just south of the present Highway 65-70 junction, south of the intersection of South Beale Road and Highway 65 about three miles north of Wheatland.

The road will be on a new alignment west of the existing highway with interchanges at Forth Mile Road and McGowan Road. All four lanes will be depressed below ground level at McGowan Road. During construction, two lanes will be kept open for Highway 65 traffic, but there may be some detouring of traffic on county roads as work progresses. Plans call for 20 olive trees which are now part of a grove near McGowan Road, to be moved and replanted in the new interchange with Forty Mile Road. In addition, slopes will be seeded with grass and native flowers.

Others bidders on the project were Guf F. Atkinson Co. of San Francisco, \$4,179,179; A. Teichert & Son, Inc., of Yuba City, \$4,192,121; Granite Construction Co. of Watsonville, \$4,220,790; and Gordon H. Ball, Inc., of Danville, \$4,300,000.

**SARATOGA FIRM LOW BIDDER ON SUTTER PROJECT**—Bids were opened by the State Division of Highways for a Sutter County road project to reconstruct three miles of Reclamation Road which connect Highways 113 northwest of Robbins to Highway 20 east of Meridian. Lowest of the nine bids was \$192,056.90 from Lloyd J. Rodoni and Son of Saratoga.

Construction is expected to begin in about a month and will require another five months for completion. Other bids were submitted by: Baldwin Contracting Co. of Marysville, \$196,796; Teichert Construction of Yuba City, \$202,821; Lange

Brothers, Inc., of Lakeport, \$216,817; Claude C. Wood Co. of Lodi, \$225,218; H. Earl Parker of Marysville, \$232,468; Highland Construction of Tahoe City, \$234,745; Carl J. Woods of Yuba City, \$244,241; and Granite Construction Co. of Watsonville, \$256,712.

## TEHAMA-COLUSA CANAL HEARINGS SET IN CAPITOL

—The State Senate Committee on Water Resources has held a public hearing on Senate Joint Resolution 3 regarding the Tehama-Colusa Canal, according to Senator Fred W. Marler, Jr. Marler, whose district includes Yuba-Sutter, co-authored the resolution with Assemblyman Ray Johnson, whose district includes Sutter County. The measure requests the removal of a freeze on funds for the construction of the canal. Marler said the canal is a "vitality needed project which is already five years behind schedule."

**NEW BUILDING SET AT PLEASANT GROVE**—With approval of a \$280,000 bond issue, Pleasant Grove School plans to be in its new building by September 1972. Voters in the district approved the bond issue on a 108-48 vote.

Plans call for replacement of existing "non-conforming" structures with construction of three classrooms, a kitchen, multi-purpose room and lavatories. The district has retained an architect and hopes to move on a construction schedule which will allow the new building to be occupied when school starts in the fall of 1972.

**TAX EXEMPTIONS—THEN AND NOW**—The first income tax law this country had back in 1863 permitted an exemption of \$600. The Tax Reform Bill of 1969 increased this amount to \$625 effective this year. Thus comments Mark E. Battersby in an article in the Elks magazine for February.

He does not mention that \$600 was a great deal of money to Americans back during the Civil War days when Abraham Lincoln's administration got through the first income tax law. A great many people did not earn anything like \$600 in a year in the middle of the 19th century.

Probably more revealing is that when the first constitutional income tax was established in 1913, a single person was not taxed on his first \$3,000 of earnings, and a married couple got \$4,000 exemption. The tax rate started at 1 per cent, ranging up to 7 per cent on incomes of more than \$500,000.

It is notable that in 1913, the dollar was worth \$1.46 in terms of the 1937-39 dollar. Today's dollar is valued at less than 40c in terms of the 1937-39 dollar. That means a 1913 dollar would purchase \$3.50 worth of goods and services today. If a married couple had a tax exemption equivalent to the \$4,000 of 1913, the exemption would be \$14,000 a year free of taxes.

**CAREER DAY AT GRIDLEY UNION HIGH SCHOOL**—This past month I had the privilege of speaking to the students at Gridley Union High School in regard to Operating Engineers Local Union No. 3 and future trends in the Labor Movement for 1970's. The following letter was sent to me from Arthur Osborn and Jayne Gray, Co-Chairman, Career Day.

April 30, 1971

Mr. Harold Huston  
District Representative  
Operating Engineer

Union No. 3  
1010 I Street  
Marysville, California 96901

Dear Mr. Huston,

We would like to thank you for speaking for our Career Day Program. Your participation helped to make this effort a successful and valuable experience. We hope it was also a rewarding experience for you.

Sincerely yours,  
Arthur Osborn &  
Jayne Gray

Co-Chairmen, Career Day  
Sponsored by Gridley  
Union High School and  
Gridley-Oroville Branch  
American Association of  
University Women

**MARYSVILLE DISTRICT 60 BLOOD BANK**—Again we want to thank each donor who took time out to give a pint of blood this month. We are very proud of all our Brothers and their Families in this district, and are happy to have our own Blood Bank available to you. You may donate blood at the following places, dates and times, as listed below:

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

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

Chico—Mondays and Tuesdays, Blood Donor Center, 169 Cohasset Road, Chico: Mondays 4:30 p.m. to 6:30 p.m., Tuesdays 8:30 a.m. to 10:30 a.m. Make appointment, Chico 343-6071, Monday through Friday.

By A. A. CELLINI  
Business Representative

The work picture is looking a little brighter. The sun is finally here so the jobs are getting into full swing.

Robert G. Gisher Company, Inc., of Fresno is working on new classroom and office building at Chico State College. The building will be seven floors. Pittsburg-Des Moines Steel Corporation is erecting building. Brother "Walt" Leaf is operating the welding machine. Reliable Crane Service of Sacramento is making the lifts with Brother Ernie Clark at the levers of the 35 ton American Crane with 140 foot of stick. Brother Russ Wilson is oiling on rig. Fisher has hoist with Brother "Buster" Comifax operating it.

Butte Creek Rock of Chico and Plumas Contracting Company, Inc., of Oroville have started work on road in the Paradise Pine area, which will keep the Brother Engineers busy for a few months. Murry McCormick are doing the survey work ahead of the dirt. Survey work includes all street and lot lines.

Baldwin Construction has a few small jobs in Yuba City. Sewer job and excavating on Gray Avenue and Onstott Highway are almost finished. Project on Butte House Road is shaping up with rock and it will be ready to pave.

Wiggins Construction has a telephone company in Yuba City area and Live Oak area about completed, but is keeping three Brothers working.

L. W. "Bud" Graves has some sewer and water line work going, and on the same project. Heitman Excavating and Engineering has some dirt work for housing in the area.

By DAN SENECHAL  
Business Representative

**CONSTRUCTION:** Shops and Plants East of the Feather River and Mountain Area.

Work is on an up-swing with the Winter weather coming to a close. Three good sized projects will be underway as of this writing in Sierra County on Hwy. 49.

Hughes & Ladd, Inc., of Redding will straighten out severe curves at three locations North of Comptonville on Hwy. 49. The project will end at Good-years Bar with a bridge span across the river. Engineers Foreman, Stan Watson, will be in charge of the cuts, fills and rock, of which it looks like there will be plenty.

W. Jason Baker, also of Redding, were awarded the underground work on the Downieville Water System Project at Downieville. The contract was called for in two parts with Sutherland, of Auburn, receiving the award for the construction of the water tank.

At the completion of the project Downieville will have a complete new water system, which is badly needed.

Pacific Excavator of El Cerrito are working on their project about Downieville at Union Flat Campgrounds. This project has been a slow starter because of the weather at the higher elevations. The ground stays wet

and the snow takes a long time to melt.

**BIG WINTER PROJECT COMES TO AN END:** Mile High Deilmann of Colorado have finally excavated the last 120 foot hole for the Corps of Engineers at Hamilton. This has been a good job for many Brother Engineers during the winter months when all dirt spreads were down.

The hours were long, but so were the pay checks. The Freezer Plant crews were on a three shift basis seven (7) days a week. The rest of the operation ran from six (6) tens to five (5) twelves, with the crane (Manitowa) and Caldwell crew receiving shift time.

This project started June 1970 with Contractor Tereodon from Santa Fe Springs, but because they were not able to make headway in the tough, hard material at Hamilton, the Corporation took the contract and awarded it to Mile High Deilmann. Robinson Construction of Oroville has sub-contracted the dirt and lay-out work from Chico Contractor Neves on the new courthouse in Oroville. After the Local 3 Crew sets the stakes, 631 and D. W. 21's will move the material.

Robinson also picked up three large street widening projects in Oroville that will keep crews busy until the snow melts on their LaPorte Project.

## Highways, Airport Plans In San Mateo Programs

By BILL RANEY and  
DICK BELL

At this writing several jobs are nearing completion in the San Mateo area.

The Swinerton Walberg 747 hangar for United Airlines is complete except for "touch up" and "clean up" operations. This has been a two year job for several of the brothers and we could sure use several more jobs like it in the area.

Huber, Hunt & Nichols Co. is finally starting to make some progress on the extension of United Airlines 747 hangar. Their job has been plagued by delays, most of which involve waiting on the fabricated steel beams, etc., but Herrick Iron Co. who is doing the steel erection placed the last girder on May 12 so progress should improve.

The L. C. Smith job on the 280 freeway through San Bruno is still ahead of schedule. Syar & Harms Co. have moved in there again to pave the north-bound lanes so, weather permitting, there should be quite a bit of concrete roadway poured on the job in the next few weeks.

Several new jobs have been let in the area recently.

Peter Kiewit was low bidder on the 280 freeway on the north end of Canada Rd. in Belmont. They are presently working two shifts on the dirt spread.

Granite Const. Co. was low bidder on one section of this remaining unfinished stretch of 280 between Belmont and Woodside. At present Granite is clearing prior to starting their dirt moving spread.

Freeman Sondgroth & Lew Jones Co. are showing very good progress on their St. Francis Blvd. (Hwy. 1-280 interchange) job in Daly City with

most of the overpasses and structures in 6) and the final phase of the dirt moving in progress. This job will take a considerable length of time in the finish grading and paving phase.

**LOWER AIRPORT BUDGET:** \$19,333,538 budget for the next fiscal year, down \$70,000 from this year's cost, was approved yesterday for San Francisco International Airport.

Members of the Airport Commission also approved allotment of \$14,530,000 toward expansion of airport facilities, as part of the current \$192,000,000 development project.

The Commission agreed to a five-year lease with the Golden Gate Medical Group, to install a pair of medical suites in the Central Terminal building. One office will cater to needs of customers, the other will be aimed at airport employees.

Medical service will not be provided free, except for minor first aid, but will be available 24 hours a day, said Airport Manager James K. Carr.

He noted that the airport budget for 1971-72 includes \$3,882,000 for payrolls, including seven new sewage treatment plant workers and seven new firemen.

Also included, he said, are approximately \$500,000 for property taxes to San Mateo County and \$9,000,000 for bond interest and redemption.

The budgeted expenses, he said, should be met by an estimated \$20,775,000 in 1971-72 income.

## Two Million Votes

More than two million California citizens are in the 18-to-21 age bracket, a factor that could have a significant influence on the 1972 elections.



# Labor Looking Glass

By T. J. "TOM" STAPLETON

Recording-Corresponding Secretary

S.E.L.F.E.C. Some of our brothers have already shown by their letters and contributions that they understand the necessity for SELFEC, what it is and why we need it, and their response is greatly appreciated.



T. J. Stapleton

For those of you who wonder what those initials mean, I'll explain. They stand for "Supporters of Engineers Local 3 Federal Endorsed Candidates." It was necessary to create SELFEC because federal laws prohibit unions from contributing to campaigns for national candidates and national issues, and we believe that our brothers should be able to endorse and support federal candidates who understand our problems. SELFEC fills this need.

V.O.T.E. stands for "Voluntary Organization of Tax paying Engineers," and it is an action organization at the state and local levels. Its function is to make the best use possible of the concerted physical efforts of our brothers, to endorse and support the candidates and issues in state and local elections. In state and local elections the Union is not prohibited by law from supporting candidates and issues, and this is why VOTE does not ask for money contributions. What VOTE does need is your physical help to get out the votes on election days and back the candidates and issues endorsed by your Local Union Executive Board because they understand your problems.

Again, thanks to all of you who have responded to the call from SELFEC, and a special thanks to all you oldtimers who wrote with than "give-'em-hell" spirit.

Read below some of the letters that have been written to SELFEC.

## S.E.L.E.C. Letters:

Dear Tom:

Enclosed you will find my contribution to SELFEC. I wish it could be many times as much, as the enclosed amount.

For a successful conclusion of our endeavors, I wish to remain,

Yours respectfully,  
Alfred E. Jones  
Logan, Utah

Dear Brother:

I too don't like the politicians' way of fighting inflation. The cause is a very simple one: too many people are getting overpaid for their production or their services.

I think the leaders of our country should crack down on the leaders of inflation first. Let me state just a couple of examples. Doctors who charge as much as a hundred dollars an hour, (I know of a number of such cases.) And, of course, other professional men. I think the two most vicious unions we have are "The American Medical Association" and "The American Bar, lawyers."

Then I would like to cite the president of a large railroad who just retired on a pension of \$114,000.00 a year. At the same time this government loaned this railroad \$50,000.00. In other words some of our taxes went to pay this \$114,000.00 a year pension. I dare bet there were at least a thousand men working for this railroad that could have done as good or better job than he did, and would have been glad to do it for a tenth of the salary and pension that he got. If that president was so good how come his railroad got \$200,000.00 in debt?

Thanks for taking the time to read this. I guess it's nothing but what you already knew.

Respectfully yours,  
Jim Compton  
Morgan, Utah

Dear Sir:

A person would have to be blind and deaf not to see that the present administration is out to destroy organized labor—completely! I am retired on disability pension, but will contribute anyway.

Ray L. Tuthill  
Santa Cruz, Calif.

Dear Sirs and Brothers:

I do not approve of any deductions from any account I may have anywhere. However, I do approve your plan of support for federal candidates interested and willing to do something to improve the climate and effect the release of money already appropriated for a number of needed projects in Northern California. I think the construction worker is being made a whipping boy to cover up glaring mistakes in other fields where federal money is being wasted.

Enclosed please find my check for \$10.00 which I am willing to send for this purpose.

Fraternally yours,  
B. R. Murphy  
Mendota, Calif.

Dear Mr. Stapleton:

If possible, get the Brothers to write their Congressmen urging legislation to include Medicare benefits under Social Security to disabled.

I am extremely fortunate to belong to such a fine organization which provides a disability pension and health and welfare coverage—without which I would have become a ward of the state.

After living in Florida for two years, have discovered many disabled living in poverty and including them under Medicare coverage would benefit them greatly. It is hard enough to be retired on a limited income, but being disabled makes it doubly hard. All the needed repairs to home and yard is work I used to do with ease. I am now unable to do it, so have had to move to this apartment where everything is done for me.

Fraternally yours,  
Miles H. Carney  
Gulfport, Fla.

## Sacramento Work Begins To Improve

By: R. Wilson, District Representative, Al Dalton, Al Swan, Marty Coopender, Business Agents.

The work situation in this area is picking up somewhat. Guy F. Atkinson has picked up a new highway job. Also one south of Sacramento on Highway 50, with Granite Construction on approximately 14 small jobs going strong in the area.

Gibbons & Reed picked up the job working on Interstate 80.

Teichert is also in full swing on Highway 80.

Lee Construction is getting near the end of their job.

Walsh is starting on a new diversion tunnel in Auburn on the new Auburn Dam.

Willamette & Western starting on a bridge job across American River.

Rancho Seco has slowed down in some of the phases of the work.

Western Contractors is working at Rancho Seco.

Ball Construction, with Darkenwald and Moberly as sub contractors is working on the Folsom Canal Job.

P. H. Welch is working at Mather Air Force Base.

Campbell-Continental Heller is working at 3rd and Q Streets on the Wong Building.

In the mountain area most of the jobs are starting back to work. The Walsh Western Const. Co. has been getting some equipment overhauled and on the job site at the Auburn Tunnel. This should give some of our good brother engineers a good job for a while. Joe Stein is the Production Manager on this job and Brother Skibo will be one of the foremen along with Master Mechanic The Production Manager, Joe Stein will be putting most of his old crew back on and the rest of the men will be dispatched from the Sacramento Hall.

Notice has been given that the California Division of Highways proposes to improve a 12.6 mile section of Route 45 in Yolo County, Northwest of Knights Landing. The work would include realignment of two curves and the entire length of the section to be improved would be widened from 20 to 24 feet and resurfaced.

Work has started on a 50 million dollar, 200 acre industrial park on Fruitridge Road at the Elk Grove-Florin Expressway. The Central Manufacturing District of Chicago, owners of the Chicago International Amphitheater will develop the park.

Granite Construction of Sacramento has been awarded a contract for site improvement and the Nielson-Nickles Company also of Sacramento, will erect the first building on the site, a 20,000 square foot structure.

Murphy Pacific Corporation has finally set the last section in place on the Bryte Bend Bridge, so with some luck we may see the traffic roll over the bridge yet this year. This has been a good job (money wise) for some of the brothers.

A California Congressman, Harold (Bizz) Johnson, in an appearance before the Appropriations Committee of the House of Representatives and

(See SACRAMENTO, Page 14)

## Helms, Parsons Spreads Keep Reno Brothers Busy

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

Helms Construction is well under way with their job on 395 North. They are about 40% complete. The job looks good and we have about 20 Brother Engineers on the project.

Helms also has the Reno and Sparks street program which is going strong at this time. We have about 15 Brothers on these jobs.

Helms Rock & Sand is still crushing for the 395 North Job. The hot plant is furnishing the hot mix for the street program. They have 10 Engineers working.

Helms Elko East Job will be starting the hot mix about the first of June. They had some wet weather which has slowed them down on finishing the grade. They will have about 20 Engineers on this job.

Helms Elko West has about finished the dirt on the west bound lane and they will complete this lane before they can start the East bound lane. At present time there are about 24 Engineers employed.

Helms also has landed a job up in the North East corner of the state. The project is located at Wilkins, Nevada about 30 miles north of Wells. The bid was about \$700,000. They have just started and are ordering a few members at this time.

Parsons Construction Co. in Winnemucca is approximately 60% complete with the freeway west of Winnemucca. The dirt spread is about complete and they will be starting the gravel in about a week. There was an accident on the job. One member was hospitalized and the other was shaken up. Two 633 Cat Paddle Wheels collided.

Parsons Construction Co. has also landed a job at North Fork Nevada which is about 71 miles Northwest of Elko. A pre-job is scheduled in two weeks. This job should take some pressure off the dirt.

Stage West has some work on the Big Mike Mine, putting in the mill ponds. They have a few Brother Engineers working at the present time.

M. Morrin & Son is still working on the structure on the Jack B. Parsons' job in Winnemucca. They're looking for a completion data in the fall of this year.

Stone & Webster in Wabuska is about 90% complete with the Fort Churchill Power Plant. It should be complete in mid summer.

Frehner Trucking is well underway with the Wells-Sutro Sts. overpass. This project should be complete in the late fall. Frehner has just landed a new job on Boyington Lane. The bid was close to a million dollars. Their crusher East of Sparks is running a two shift operation. They have about 25 Brother Engineers working at this time.

A. Teichert & Son has some work on the new warehouse on East 2nd Street.

Rust Engineering has the job in Ely at McGill. The job was let for around 4 million dollars. The job should start about the 25th of May.

The Continental-Heller Corporation of Sacramento was low bidder on March 19th for the Ralston Purina Warehouse

Plant in Sparks. A pre-job conference is set for May 26th in Reno. More information should be available at that time.

A. Teichert & Son have started work on Interstate 80 between Truckee and Floriston. This job went for \$488,345.00. They have also called back most of the operators at the Truckee Plant operation.

Perini Corporation now has six Engineers back to work at the Martis Creek Dam. At this time they are planning on running 13 scrapers with a possibility of two shifts as this job has to be completed this year.

Perata Construction has started work on a \$160,000 development project at Talmont Estates on West Shore. They also have 4 other small development projects going along north shore.

Sub-Terra now has their plant operation in high gear with nine engineers working ten hours a day. Their joint venture job with Tahoe City Excavation and C & M Construction at Homewood has about 22 Operators working at this time.

Joe Ramos of Hayward has one crew working now with 2 more in mind as soon as the ground dries up.

Sutherland Construction has moved back in on the Star Harbor Development Project. They have 10 Engineers now and will need more in the future.

Wunsche-Small of South Shore have 2 Operators working on clearing their new job on Pioneer Trail. This job will last all this year and into next. It went for \$600,000.

Tahoe Keyes finds the William Simpson Company busy with Terry Construction Co. as a sub-contractor on land development.

C. Norman Peterson has eleven Engineers working on their water purification system at the Keyes. They plan on having this completed in August if things go as planned.

Ranchers Development Corporation has begun work on the second phase of their Big Mike Copper property South of Winnemucca. Sage West received the big on the construction of the leach dams.

Nevada Massachusetts Company has begun construction of a small tungston pilot plant that will mill the tailing dams in this area. We are hopeful that these properties will create a few more jobs for the Engineers working in this area.

Union Pacific is, and has been, drilling in the Long Canyon area South of Battle Mountain for the past couple of years. We would not be surprised to see a good-sized mine develop in this area.

Some exploration and mining activity has started to develop in the Mountain City area.

## Coast Metal Trades Re-elect

All incumbent officers of Pacific Coast District Metal Trades Council were re-elected for four-year terms at the recent convention of the council at Clear Lake.

Named were: Thomas A. Rottell, president; Clarence and Joe Ziff, William Cummings, and O. K. Mitchell, trustees.



# Ceremonies Honor New Journeymen



**NEW JOURNEYMEN** pose for pictures following presentation ceremonies at the Rancho Murietta Training Center recently. Shown (l. to r.) Archie Headley, Lowell Dean Center, Gary Hiser, Jim Thomas, Edwin Copeland, Edmund Ford and Gary Strum. Certificates of Completion, hardhats and six awards for outstanding accomplishments as apprentices were made by the Joint Apprenticeship Committee to the young men.

## Apprentices Certified At Rancho Murietta

Ceremonies honoring twenty-two apprentices who have completed training programs leading to certification as Journeyman under the joint labor-management program of Operating Engineers Local Union No. 3, International Union of Operating Engineers, AFL-CIO were held at the Rancho Murieta Training Center, Sloughhouse, California on Saturday, June 12, at 1:00 P.M.

Six Outstanding Apprentices of 1970-71 were presented special honors at the awards dinner at the Center and a newly completed film presentation on construction productivity was shown.

Key speaker for the event was Al Clem, chief executive of Local Union No. 3 and Seventh Vice President of the parent International Union of Operating Engineers, AFL-CIO.

Clem also presented an Outstanding Apprentice trophy and a \$50 savings bond to Gary Strum, 1970 winner from Summit City, California, and Edmund Ford, 1971 winner from Los Gatos, California.

Phillip Cox, 1970, Pleasanton, California, and Edwin Copeland, 1971, Sacramento, Califor-

nia, second place winners received their trophies and a \$25 savings bond each from Frank Savino of the Associated General Contractors and a member of a number of union-management trusts.

Bill Wright, Vice President of Wilsey & Ham, who serves as a trustee on a number of union-management trusts, acted as master of ceremonies for the event.

Third place trophies were presented to Jim Thomas, Modesto, California, and Gary Hiser, Summit City, California for 1970-71 respectively by Gainer Ebright of the Engineers & Grading Contractors Association, also a member of various union-management trusts.

Frank Pozar, Chairman of the Joint Apprenticeship Committee, presented Certificates of Completion to the following 16 new journeymen:

Edward L. Crosswhite, Pittsburg, California; Robert D. Smith, Modesto, California; John Kay, San Pablo, California; John Baker, Hayward, California; Wallace Mitchell, Healdsburg, California and Jer-

(See NEW JOURENEMEN, P. 7)



**BUSINESS MANAGER** Al Clem presents the Outstanding Apprenticeship Trophy for 1970 to Gary Strum, Summit City, California, during ceremonies at the Rancho Murietta Training Center. Strum also received a \$50.00 Savings Bond.



**THIRD PLACE AWARD** as an outstanding apprentice went to Gary Hiser, Summit City, California. Making the presentation was Frank Savino, trust member representing the Associated General Contractors.



**CERTIFICATE OF COMPLETION** is awarded to Lowell Dean Center, Fremont, California, by Frank Pozar Chairman of the Joint Apprenticeship Committee during ceremonies at the Rancho Murietta Training Center.



**HAPPY NEW JOURNEYMAN** Archie Headley, (second left), San Francisco, is congratulated by Harley Davidson, Coordinator; Bill Gaines, Affirmative Action Director and Gil Davidson, DAS Area Director.

## Young Do Dig Union Concepts

By CLEM HOOVER

We have heard the comment a few times "The apprentice is not Union orientated". At our recent District meeting held in Sacramento several apprentices were in attendance. Some were still in the program and maybe feel that they have to come but there were several who have completed the Apprenticeship Program and are now Journeymen. We believe this shows that maybe a little Unionism rubs off on these young men. The apprentice in the past always had to attend related instruction classes two nights a week at American River College. Those nights happened to be Tuesday and Thursday. Always the same night as the District meeting. Because of the recent change in the related instruction portion of the Apprenticeship Program, where they attend Rancho Murieta Training Center for their related instructions, they are no longer required to attend classes at night, therefore leaving them free to attend these Union meetings. The officers, as well as myself, are pleased to see these young men take an active part in their Union, because they are the leaders of tomorrow. As one apprentice put it "This is the greatest union with the greatest leadership anywhere."



## Utah Adopts Phase Out Of Related Class Work

By JOHN THORNTON

At the Joint Apprenticeship Committee meeting held May 10th at Salt Lake City, the Utah Committee voted to adopt the policy followed by Nevada and California by phasing out the related training classes in the Utah Technical Colleges in Salt Lake and Provo and have the apprentices attend Rancho Murieta for their related training. They will now go to Rancho Murieta for concentrated instruction as well as laboratory experience for a total of 80 hours each 1000 hours of on-the-job training.

Even though the apprentice must furnish his own transportation to and from Rancho Murieta, it has proved to be less expensive than tuition fees, cost of travel to and from classes on a semi-weekly basis, plus travel to the colleges for their semester tests, not to mention being tied down to schooling for a full nine months each year.

As Mr. Dees, Administrator of the program, pointed out to the Committee, the related training at the Ranch will, if possible, be done in such a way that it will not interfere with the apprentices' employment or availability of being dispatched. The apprentice will also have the opportunity of obtaining his First Aid card and chauffers license preparation at the Ranch. Additional safety programs will also be offered.

The Committee would like to congratulate Randy Sitterud and Ike Harward for completing the necessary requirements in the Apprenticeship Program for graduation to journeyman status. They will be called in for June's Committee meeting to receive their certificates of completion.

A brief note to remind the apprentices to attend their area and District Meetings. They can learn a great deal about their Union by attending and participating in these meetings.

## New Journeymen

(Continued from Page 6)

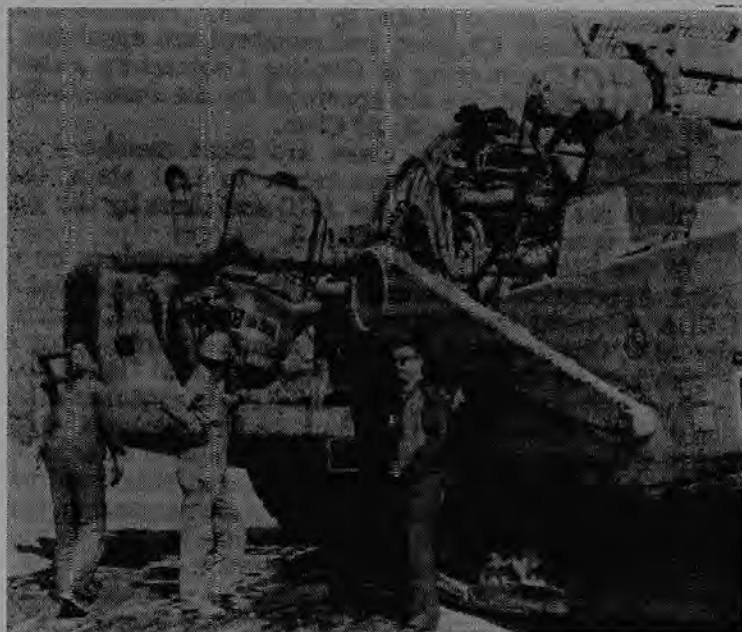
ry L. Shriner, Red Bluff, California.

Additionally, Michael Martin, Fresno, California; Russell M. Brooke, San Bruno, California; Lowell Dean Center, Fremont, California; Archibald R. Headley, San Francisco, California and Gary Lowe, Livermore, California.

Also, Lawrence Bunting, Fremont, California; Carl Schelbert, Hayward, California; Larry Gordon, Richmond, California; Nick Rustad, San Jose, California, and Arthur DiGian-domic, Los Gatos, California.



See Your Credit Union



SAD OBJECT LESSON on the importance of Job Safety is shown in the pictures above taken by Coordinator Gail Bishop following an equipment collision on the Jack B. Parsons Construction job on Interstate 80 about 12 miles out of Winnemucca, Nevada, recently. Brother Dennis Gallagher, operator of the loaded pull was unhurt but Brother Scroggins, operator of the other scraper lost a leg. In the top photo, Danny O. Dees and Apprentice Roy Elmer talk over the accident, while in the lower photo, Elmer, Mike Wood, job super, and Dees survey the damage and line of impact.

## Apprenticeship Is Still the Best Method for Learning Job Skills

By CLIFF MARTIN

Apprenticeship is not new, as it was practiced in England in the 13th century in such crafts as clothmakers, shearmen, weavers, tailors and shoemakers. Apprenticeship was brought from the old country to the colonies of New England and apprenticeship practice was modified to suit their conditions and education of that period. They had two kinds of apprenticeship — voluntary and compulsory. Service beginning at age nine was not uncommon and term of apprenticeship was at least seven years or until age twenty-one. Girl apprentices were required to serve until age 18 or until they were married.

The apprentice obligation to a master was to serve faithfully, obey his commands and to protect him from damage done by others; the master's obligation to an apprentice was to provide maintenance, teach apprentice his trade, give him double wearing apparel at the end of his term and teach him to read.

Since Colonial days apprenticeship occupations have increased tremendously in various crafts of the nation. Our Apprenticeship program has a minimum age of 18 and presently 6,000 hours of on-the-job training, plus 432 hours of related training. Compensation is bargained for between management and labor.

The term, skilled worker, is arbitrary but an Apprentice has a certificate to support his claim of craftsmanship at the completion of his apprenticeship.

The family and friends of Brother David Tenney and his wife Cleo joined with them last month to celebrate their 50th Wedding Anniversary, and to all the good wishes offered to the smiling and vivacious couple on that occasion, we add our congratulations and felicitations. The celebration of their wedding in El Paso, Texas in 1921, and the following fifty years of living and working together all over the Southwest, in Mexico and in California,

was held in Redding at the Redding First Ward Cultural Hall of the Church of Jesus Christ of Latter-day Saints on May 23rd.

Retired now (since last year) from the building of highways, dams and community improvement associations, and reflecting on the hard work and difficult living conditions of their young life, the raising of four sons (one of whom is a member of Local 3) and two daughters at various construction sites until building their own home and settling in the Central Valley in 1938, they view that panorama of energetic activity rather serenely. Their good-humored cooperation and zest for living (even in hot summer weather in tents while working on Parker Dam) doesn't seem unusual to David and Cleo Tenney.

Rather doubting that this duo of builders will "rest on their laurels", we nonetheless wish for them many years of enjoyment of the fruits of their labors.

## Local 3 Display Brings Big Interest in Nevada

By GAIL BISHOP

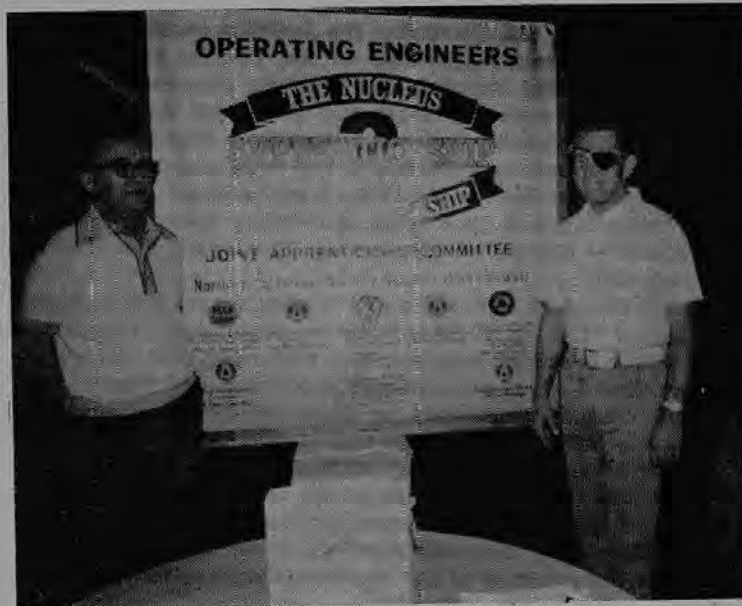
This past month saw another successful Nevada State Apprenticeship Contest come and go. We participated in this to the extent of operating an informational booth as we do every year. There were good crowds at this event and considerable interest was indicated by many.

Several days later, Administrator D. O. Dees was in Winnemucca, Nevada attending a

meeting with J. B. Parsons Construction Company, when a serious accident occurred on the job site. We went to the scene of the accident and took the accompanying pictures. This accident cost Brother Scroggins his leg and was caused by one scraper being on the wrong side of the haul road. We have 3 apprentices on this job. I feel sure all 3 of these apprentices will have something to say at the next apprentice safety meeting.



LEARNING & EARNING—(At left) Robert Molini after completing his Journeyman Certification test is carefully checking it over to be sure no errors were made. He said that the car made a fine desk. It is on the job site, where he is working for L. C. Smith on Highway #280, in San Bruno. Robert will continue to work for L. C. Smith as an "A" Operator. (At right) Brother Joe Brown, Master Mechanic for Piombo Construction at San Mateo, is showing John Smith, a 4th Period Apprentice, working as a Mechanic's Helper, the difference between the older tractors and the new models. The model they are looking at is the old Tiller Wheel Holts. John Smith was also selected as the "Outstanding Apprentice" in the San Mateo District.—Photos by Wm. H. Davidson, Coordinator.



LOCAL 3 Informational Booth at the Nevada State Apprenticeship Contest is shown above with Joint Apprenticeship Administrator Danny O. Dees, left, and Coordinator Gail Bishop.



## Apprentice Systems Notebook

By DANNY O. DEES

Administrator



In our last issue we outlined for you the structure of the Joint Apprenticeship System and touched on the subject of sub-committees and their members. This is a follow-up on the Joint Apprenticeship Committee itself.

The committee usually is made up of a certain number of labor and management members. In Northern California, three members are appointed by the AGC (Associated General Contractors) Chapter, two members are appointed by the EGCA (Engineering & Grading Contractors Association) Chapter, and five are appointed by the Business Manager of Local Union No. 3, Al Clem.

In Northern Nevada, there are three members from management and three from labor. In that state, three members are appointed by the AGC and three by the Business Manager of Local Union No. 3.

In the State of Hawaii, there are six members on the Joint Apprenticeship Committee. Three are appointed by GCLA (General Contractors Labor Association), which is the AGC Chapter, and three are appointed from labor organizations by the Business Manager of Local Union No. 3.

In the State of Utah, the committee is made up differently. The formation of the Joint Apprenticeship Committee in the state of Utah was made at the time of establishing and filing of the Standards. Three members were appointed from labor and three from management; three of the signatory members to the Standards were independent contractors, with one member from AGC coming in later. The independent contractors are M. H. Cook Pipeline Construction Co., represented by William Cook; Jack B. Parson Construction Co., represented by Jack Parson; and Heckett Engineering Co., represented by Howard Baggett. The fourth member is the AGC Chapter, represented by Grant Richins. This makes the total membership for the state of Utah four members from management and four members from labor (the latter four appointed by the Business Manager of Local Union No. 3, Al Clem).

At the time of the establishing and filing of the Standards, the Joint Apprenticeship Committee sees fit to keep them as nearly uniform in the four states as the Apprenticeship Enabling Act of each state will allow. It was the desire of the labor organizations to have uniform training for those entering the industry in the areas under the jurisdiction of Local Union No. 3. Thanks to the outstanding and far-thinking committee members of each of the Joint Apprenticeship Committees, we have been able to keep standardized the duties of the Joint Apprenticeship Committees and the work processes under the various branches of the Standards, as well as the Selection Procedures and the Rules and Regulations applicable to the applicants and the apprentices.

We know that if anyone sees fit to study the Standards he would find the duties of the Joint Apprenticeship Committees outlined within them; but, because these Standards are generally only skimmed over by the applicants for apprenticeship or the apprentices themselves, we felt if we incorporated them into the "Apprenticeship Notes" everyone would have the opportunity to read them and thus have a better understanding of the position of the Joint Apprenticeship Committees.

The following enumeration of the duties of the Joint Apprenticeship Committees are applicable to all four committees; and we quote from the Standards, under Section 4—Duties of the Joint Apprenticeship Committee.

4.01 To determine the need for registered Apprentices in the Building, Heavy, Highway and Engineering Construction and related Industries; and determine the facilities available to provide the work processes stipulated in the portion attached hereto entitled, "Training Schedule and Working Processes."

4.02 To be responsible for the successful operation of the Registered Apprentice Training Program by cooperating with the public and private agencies which can be of assistance, by obtaining publicity to develop the interest and support of the public in Apprenticeship, and by keeping in constant touch with all parties concerned—Registered Apprentice, Employers, the Union and Journeymen.

4.03 To adopt such rules and regulations as are necessary to implement the purposes of these Registered Apprenticeship Standards; provided, however, that such rules and regulations do not conflict with these Registered Apprenticeship Standards.

4.04 To adopt changes in these Registered Apprenticeship Standards subject to the approval of the parties hereto and the Director or Administrator of Apprenticeship.

4.05 To keep the Minutes which shall reflect all actions of each Joint Apprenticeship Committee meeting, and to send a copy of the Minutes of each such meeting, as well as an Annual Report showing the progress of the Registered Apprentice Training Program, to the proper authorities.

4.06 To channel reports of all actions concerning the Registered Apprentice Training Program through the Joint Apprenticeship

(See MORE NOTEBOOK, Cols. 4 & 5)

## Apprentices Showing Well In Rancho Murieta Training Plan

By JACK McMANUS

The success of Rancho Murieta Training Center depends upon the people who participate in training and retraining. And it is with marked success that the apprentices are more than holding their own at the Center. The Apprentices are now attending their related training from California, Nevada and Utah and we feel sure that the improvement over the past classroom training will be an example to all apprentice programs that it offers the apprentices "related" training rather than merely reading a book. If reading would do the job, we are wasting many librarians in their present jobs.

We would caution all apprentices that they must have a proper dispatch as well as work clothes, hard hat, and workbooks. If you do not have reference text books for class study, we will loan the materials; however, we do not loan workbooks because they are not reusable.

If you are assigned to classes of related training at R.M.T.C. please bear in mind that these are classes of related training only, and not a forum to discuss problems concerning work hours, pay raises, disciplinary action on any problem that relates to your apprenticeship except related training.

At the present time we have available for training purposes the following equipment and training devices:

10 trucks (various types); 1 Scoopmobile; 2 Lube trucks; 2 Trenching Machines; 1 Mod. H. International; 4 Cranes; 10 Tractors; 2 Crawlers; 8 Pick-ups; 1 Gradeall; 2 Wagner Compactors; 1 Paver; 2 Rollers; Portable Crusher Plant; 1 Sheepsfoot.

A Cement Batch Plant; 6 Blades; 1 GMC Hi-Lift Truck; 6 Water Wagons; 1 Lowbed Trailer; 5 Welders; 2 D8's; 1 D6; 1 D9G w/ripper; 1 C6 Euclid; 1 TD25 International; 7 Scrapers; 1 D5 Cat, Dozer; 2 TS14 Euclids; and 5 Loaders.

It is to your benefit to obtain all possible related training hours during good weather rather than waiting until the rains come, because hours on the equipment are more instructional than those spent taking tests etc. The Training Center can only accommodate just so many people, and if the training slots are not available, it will be necessary for you to wait your turn.

If you are assigned at R.M.T.C. and you feel that we can help with your school problems, please contact your classroom instructor so that counselling may be provided to help square you away.

### DRIVER TRAINING

It is with a great deal of pride that Rancho Murieta Training Center has secured from the State of California by the Director of the Department of Motor Vehicles, Mr. Robert Cozens, a proposal for a driver training testing range. This driver training testing range is to be built at Rancho Murieta Training Center to instruct

those operating engineers who need Class I drivers licenses and/or endorsements for heavy equipment vehicles.

This is a huge step forward for the Operating Engineers and, as we know from past experience, also in the safety of our highways. We will train people to acquire the Class I drivers license and endorsement to the maximum standard of safe driving. The course will be laid out complete with all of the required signs, instructional ramps, railroad crossing, backing areas and complete with a skid pad.

It has taken people with vision, the know-how, the ability and the facilities to put together a driver training and testing range that will be more than adequate for heavy construction equipment. Have you ever thought of the responsibilities of the driver of any vehicle has upon the highways of California today? This involves the safety of the equipment he is handling, not only in starting, stopping and steering, but in the load that he carries, the turns that he is often required to make, and above all, the defensive driving tactics.

It is vitally important to the contractor that he has equipment operators who are trustworthy, prompt and safe, who can take a huge vehicle from one job site to another safely and confidently, whether it be construction equipment or carrying parts from one job site to another. It is important that the operator has his machine under control at all times and is aware of all the dangers to his load, to his vehicle, to his employer and to himself.

To see that his loads are properly bound, to see that the vehicle stays within its proper lane of traffic, what to do in

the case of an emergency, how best to watch out for the other fellow and above all to be a safe, confident driver. These are the things that will be taught at the Rancho Murieta Training Center Driver Training Center testing range. Hopefully in the future we will see a greater rapport between the heavy equipment operators, the Department of Motor Vehicle Examiners, and hopefully, the State of California will utilize the driver training range for testing and training their people so that they may know some of the problems that construction people cope with on a daily basis, and that we may better realize the problems of the Department of Motor Vehicles and the State Highway Patrol. We intend to keep you informed on the progress of the Rancho Murieta Training Center Driver Training Testing Range.

### RELATED TRAINING

Classes of related technical instruction have been in effect at Rancho Murieta Training Center since April 1, 1971. We report with pleasure the progress of apprentices and their related training as being fantastic! The classes are led by Mr. Bert Ferrarini, who has taught apprenticeship classes at Laney College for over seven years. He knows many of the apprentices assigned to Rancho Murieta by the sub-JAC's for related training, and some of these students who were marginal in the classroom when the classes were held at night have become A students and B plus students. We intend to follow carefully the progress of each student to see that he derives the best of the related instructional material; that he applies what he has learned to job-site

(See MORE McMANUS, Page 9)

## More JAS Notebook

(Continued from Cols. 1 & 2)

ship Committee Administrator who has been duly designated by the signatory parties hereto.

4.07 To receive applications for apprenticeship, interview applicants and pass on their qualifications.

4.08 To see that every Registered Apprentice is placed under a Registered Apprentice Agreement, as provided by the State Apprenticeship Laws and that all the Registered Apprentice Agreements are properly executed.

4.09 To maintain adequate records on all Registered Apprentices showing their progress in on-the-job Training and Related Instruction.

4.10 To make certain that each Employer who participates in the Registered Apprenticeship Program herein outlined is capable of providing adequate work processes, and will assume the responsibility of carrying out the purpose of these Registered Apprenticeship Standards.

4.11 To make certain that Registered Apprentices are being given the variety of work processes herein specified, and that the Registered Apprentices are adequately instructed on-the-job and at Related Instruction Classes.

4.12 To see that there is provided First Aid Training to all Registered Apprentices under the direction of the American Red cross or other appropriate agencies.

4.13 To arrange periodic examinations to determine the Registered Apprentice's progress in on-the-job Training and Related Instruction.

4.14 To rotate Registered Apprentices from one Employer to another to assure the Registered Apprentice of receiving diversified on-the-job training or continuous employment.

4.15 To adjudicate all complaints of non-compliance under the Registered Apprentice Agreements. The Employer, the Registered Apprentice, and the Union Representative will be notified of the hearing, at which time they may be present.

4.16 To determine when Registered Apprentices have completed their training and have become Qualified Journeymen, and to submit evidence of the satisfactory completion of each Registered Apprentice to the Secretary of the State Apprenticeship Council or other State Registering Agencies, together with its recommendation for the issuance of a State Certificate of Completion.

4.17 To perform such other duties as may be required under State or Federal Laws or Executive Orders.

## JAS News

VOL. 1—NO. 4 JUNE, 1971

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



## See Your Credit Union Representative Today!



## Hawaiian Members Find RMT a Real Union Bonus

By JOE REINERT

Last year there were 84 Journeymen Engineers from the State of Hawaii who attended the six (6) weeks training course at Rancho Murietta to upgrade their skills on the latest model equipment, gradesetting, plan reading and surveying.

Many took their Hawaiian musical instruments with them to give a little of Hawaii to the Brothers on the mainland who have not had the opportunity to visit the Islands.

After their six (6) weeks stay, we asked many of them what they thought of the training center. Their replies were as follows: the living quarters—very comfortable; the food—a little short of fish and rice, but very good. You could sure see that most of them returned a few pounds heavier. As for the Instructors, our Brothers have never met men more helpful, patient, understanding and

above all, who thoroughly knew their job. The office staff was always very pleasant and accommodating. Many of the Brothers would like to return for another six (6) weeks at their first opportunity.

This year, 25 Hawaii Brothers have gone to Rancho Murietta. Presently, there are four (4) from the Island of Hawaii, two (2) from the Island of Maui and seven (7) from the Island of Oahu.

Brothers, this opportunity is available to most Local 3 members at no cost to him. You may even draw your unemployment check while at Rancho Murietta. For further information, contact or call the Dispatch offices in Hilo—Ph. 935-6316, Honolulu—Ph. 949-0084, or the Honolulu Training Coordinator—Ph. 955-1035.

From the Hawaii Brothers to everyone who made this great opportunity possible, Mahalo and Aloha.

## Bay Area Tests For Steam Bus

The Assembly Rules Committee has received the federal grant needed to complete its steam bus project and to put three demonstration buses on the streets by the year's end.

Assemblyman John Burton, who is chairman of Rules, said the Department of Transportation has awarded \$409,488 for the final phase of the three-year project.

He said three steam-powered buses should be ready for testing by late summer—one each by the San Francisco Municipal Railway, Alameda-Contra Costa Transit District and the Southern California Rapid Transit District (serving Los Angeles). Each will be made by a different company.

"Operational safety is of paramount concern, of course," Assemblyman Burton said. "But beyond that, if all goes well, this will result in a vehicle which will equal or surpass present buses in performance and do so without emitting undesirable fumes, smoke and noise."

## Ivy, Walker Keep Young 'Interested

By NICK CARLSON

The quarterly Fresno Safety Meeting, sponsored by the J.A.C. met Tuesday, May 4, 1971. The guest speaker was Bro. Fran Walker. He addressed the assembled apprentices, stressing the importance of construction jobs, and told of the role that the Operating Engineers Local #3 have played in the updating of the California State Safety laws in the past few years. Bro. Walker's talk was followed by a lively question and answer period.

The following Thursday, May 6, 1971, Bro. James "Red" Ivy, Credit Union treasurer, was present at the quarterly Credit Union meeting. He showed a flick that portrayed the inner workings of the Credit Union. We were pleased to see a number of apprentices at this meeting.

We are getting a large turnout of apprenticeship applicants in both the Modesto and Fresno areas. Seems like an eager bunch of future Operating Engineers.

The apprentices who have attended Rancho Murietta Training Center have returned with much enthusiasm. They appreciate the skills that they have acquired, and are impressed with the manner in which the whole program is handled.



HIGH PRAISE for the young Operating Engineers who had completed their training and earned their journeyman spurs is given by Bill Wright, Chairman of the Joint Apprenticeship Committee and master of ceremonies for Completion Ceremonies at the Rancho Murietta Training Center at Sloughhouse, California recently. Shown (l. to r.) Gainer Ebricht, EGCA; Al Clem, Business Manager Operating Engineers Local Union No. 3; Wright, Frank Pozar, Chairman JAC and Frank Savino, AGC. Hardhats in front of podium were presented along with the awards to the young journeymen.



AERIAL VIEW of the Rancho Murietta Training Center was taken following the recent Certificate of Completion ceremonies at the Rancho Murietta Training Center. The giant training center at Sloughhouse, California, first and largest of its kind, has grown rapidly since initial dedication three years ago. Photo was taken by Al Vinning as Mike Womack piloted his Aeronca 15-AC sedan over the area.

## More McManus on Murietta

(Continued from Page 8) operation; that he can master the skills of an Operating Engineer far better by relating what he learns in the classroom to what he practices in the field.

The sub Joint Apprenticeship Committees assign the apprentices as their needs require for two weeks of studying related instruction training at Rancho Murietta. We do not mean that the man will study eight hours daily using text books and reference books, but quite the contrary. The apprentice will study in the classroom four hours daily and pass the required tests. He then is allowed to practice those skills that he has studied, in the company of journeymen and qualified instructors in the field. This eliminates the dry reading of books

without relating to anything because brothers, you cannot read about a friction nor describe a friction from a book and recognize it when you see it face to face.

By having the apprentice study in the classroom and then "sit on the iron" and by having the journeymen talk to the apprentice and the apprentice talk to the journeymen all Operating Engineers begin to understand each other a little better, and it is normal for a young man to listen with all respect to the "old timer" for some of his experiences, both in the fields of safety and in the field of construction because there is no doubt the experience that the "old timer" has is unparalleled in the construction industry. Operators have a

wealth of knowledge stored between their ears that has never been placed on paper nor put in any book, things that can only be learned by experience, and experience is talking to, living with and teaching by the Operating Engineers.

### FIRST AID TRAINING

Be sure to sign up for classes in American Red Cross First Aid. May we remind you that when you are hurt or if you are involved in an accident, you don't want to see the superintendent or your mother or even your wife, but you'd rather see a doctor or a first aid man, and it certainly helps our industry and our people if you have that American Red Cross First Aid card in your pocket because fellows, you may save a life and maybe—just maybe—someone will save yours.

### IF YOU ARE FINANCING A

New Car • Mobile Home  
Boat • Airplane • Tractor  
or just plain  
NEED MONEY

SEE YOUR CREDIT UNION  
The Interest Dollars You  
Save Will Be Your Own.







## Tossed Coin Decides Bid In Novato

By AL HANSEN

**CONTRACTORS FLIP COIN IN TIE BID**—What do two contractors do when they submit identical bids on a job? They toss a coin and the winner gets the job. At least that's the way it worked in Novato when Ghilotti Brothers, Inc., and Carcano and Velcich Associates, both of San Rafael submitted identical bids. Each firm bid \$2,593.80 on curbing of the median islands in Sunset Parkway from South Novato Boulevard to the east end of the parkway. Ghilotti Brothers won the toss, and the contract.

**PETALUMA CITY HALL**—Rapp Construction of Santa Rosa was the apparent low bidder for construction of an addition to the Petaluma City Hall. The addition, which will be built parallel to the present city hall, had been estimated to cost \$446,000. The new offices will provide additional space for the Southern Sonoma Municipal Court and other county offices. Contract should be awarded by the time this goes to press.

**CORTE MADERA CREEK WORK IN PROGRESS**—A 33-Foot-wide-channel is expected to be complete in October. Work on this phase of the controversial flood control project began two weeks ago. Elmer J. Freethy of El Cerrito is back on this job. The channel will continue from the point work stopped last year (1,800 feet upstream of the College Avenue Bridge) to a point 200 feet downstream of the Ross Post Office.

**NEAR RECORD FOR BUILDING INDUSTRY**—If reduced interest rates for home financing have helped the Marin County real estate market, they have also done amazing things for the local construction industry which has lagged behind for several years.

According to figures supplied by the Marin County Chamber of Commerce and Visitors Bureau, building permits during March valued out at \$19,491,958—a near record. This was the highest monthly figure since Feb. 1966, when the new Marin County Hall of Justice was permitted at \$9,223,000. While the construction increase was reflected in several areas, the big March record was set by Mill Valley, where incorporated and unincorporated permits totaled \$5,454,503. Over \$4.7 million of this was for townhouses on Shelter Ridge.

**MARIN MAY GET COMPUTER PLANT**—On Lucas Green, west of Highway 101 at Lucas Valley Road, Fireman's Fund American Insurance Companies proposes to construct a 123,000-square facility. The center would have three stories facing Highway 101 and two stories on the side fronting Los Gamos Drive. Completion is tentatively scheduled for 1973.

**SIR FRANCIS DRAKE WIDENING** Heads Five-Year Road List—Widening of Sir Francis Drake Boulevard 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 widening is to be completed next fiscal year.

Another top priority road project is Miller Avenue extension, from Miller Avenue to Shoreline Highway, in Mill Val-

(See COIN TOSS, Page 14)

# Brigham City-Fontenelle Pipeline Underway

By: TOM BILLS, WAYNE LASSITER, KAY LEISHMAN and LAKE AUSTIN

Construction crews from Natural Pipeline Company have started laying the Brigham City to Fontenelle, Wyoming section of American Telephone and Telegraph Company's transcontinental telephone cable route.



Tom Bills

The 136-mile section is part of the cross country route, extending from Boston to the San Francisco Bay area.

The cable, when finished, will have the capacity to carry 32,500 conversations at the same time.

The cable route will pass near Kemmerer, Wyoming and enter Utah near Randolph and from there will come down through Blacksmith Fork Canyon to Hyrum and from there to Brigham City.

The line, when finished, is "hardened" with cable buildings buried and reinforced to protect communication lines from natural and manmade disasters.

Prefabricated concrete manholes are placed in the ground at one to two-mile intervals. Underground communications centers are being erected at Brigham City and Wheatland, Wyoming. The Brigham City center is scheduled for service in 1972.

Work in the southern part of Utah has been chicken and feathers during the past month because of the weather. It will clear up long enough for the jobs to get started and all of a sudden the weather turns bad.

Probably the brightest picture as far as work is concerned is in the St. George area. Nevada Rock and Sand has had two shifts working for some time trying to get this job far enough along to be able to move the dirt spread north to the wet country at their job summit. It is very possible that the dirt equipment will have made the move by the time this is printed in the Engineers News.

Thorn Construction is also rolling right along on their job in St. George with about twenty brother engineers working on a one-shift operation. As far as we are able to determine, Thorn will not have any subcontractors on this project. The contractor has moved in a batch plant and is setting up to do the concrete work.

About the only sour note in this area is that Terra Construction has had to cut back on their crew at Bloomington for an indefinite time. We are hopeful that this condition will change in the very near future.

The Cox Brothers Construction job near Cove Fort is still going two shifts on the dirt spread and right now the job requires some very experienced operators. This job is stretched out over a lousy pass and some of the cuts and fills are quite difficult. However, the Brother Engineers on this job are a match for the challenge and are producing the work in a very satisfactory manner. This is going to be one of those jobs that the Brothers are not

going to forget real soon.

Roberts & Anderson's job on Interstate 15, between St. George and Cedar City is just about topped out as far as the Operating Engineers is concerned.

Strong Construction Company was low bidder on the job at Strawberry Valley. This should be a good job and should make work for most of the summer.

Morrison-Knudsen has three shifts on the crusher at Glen Canyon City and have been going right ahead so far this Spring, but the weather in that part of the country is starting to get real hot.

No major road jobs are going in the Provo area. However, W. W. Clyde Construction of Springville was the successful bidder on the Point of the Mountain job. This will be a 3.5 million dollar operation and should get started in the near future.

There is still some work going on at the BYU with Talbot Construction working on the sports building and Hogan and

Tingey still working on their building jobs.

Local No. 3 has been successful in obtaining an agreement with Western Rock Products. We are happy that these Brothers will now be covered with the Health & Welfare and Pension and welcome them into the Union.

Work in the Salt Lake City area has begun to hum. Most of the steady employees have been recalled by the contractors getting under way for a busy season.

Industrial Construction is finishing the last phase of their job at Dell and Cox Construction is getting under way for their two jobs at Burmester and Timpie.

Ralph M. Parsons is slightly behind schedule on the National Lead sight job which is expected to be completed by early 1972.

Plans for the Z.C.M.I. shopping center are being bid at the present time and according to information will be quite complex.

Bids for storm drain and

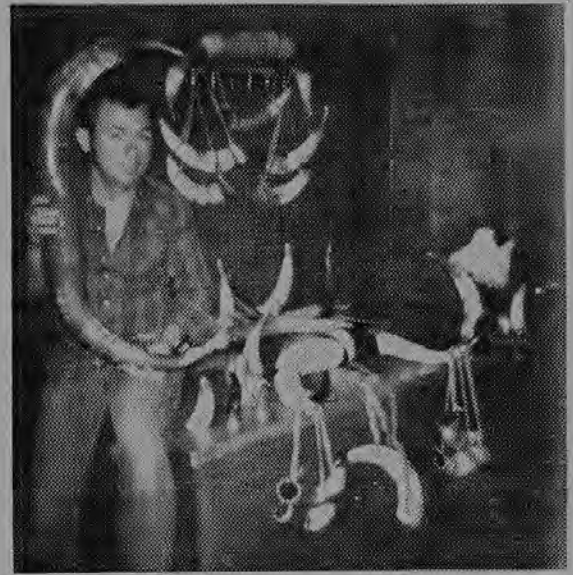
acqueduct from Bluffdale to Salt Lake are due by early June. This will be quite a sizeable job and will require a number of Engineers. Foster-Wheeler is doing some preliminary work on the Standard Oil job. Harlin is doing some sub-contract work including the excavation and pile driving. Contract award on this job was approximately \$10 million.

## Santa Rosa

(Continued from Page 10)

Many, many thanks for your exceptional participation in the meetings which periodically have been held in this area. We are sure that your continued support will be forthcoming whenever you are able to do so. We know we will see you—thanks, again.

**BLOOD BANK**—to those of you who have given—our sincere thanks. To those of you who should—please do! Every pint counts!



**HORNS** may be a dilemma with some folks, but with Brother Ferris Holmes they are simply a horny hobby. The Local Union No. 3 member has added mechanical genius to what was always a hand operation and invented a special sanding and polishing machine which vacuums away the dust as he works. The point of the story is: "A horn in the hand is safer than two on a bull."

### Very Horny Hobby

## Utah Brother Top Horn Hanger

By: Tom Bills, Wayne Lassiter, Kay Leishman, Lake Austin and Ralph Wilson

Ferris Holmes of Lehi, Utah, a member of Operating Engineers Local Union No. 3 for the past ten years, has a hobby that is quite unique. In his spare time Mr. Holmes makes different articles from the horns of cows. He is an artificer in this type of work and turns out some of the most beautiful horns you have ever seen. Besides mounting the horns (the same as they do for Texas Long-Horns), he also makes lamps, powder horns, holders for 22 shells,

automobile shift knobs, key chains, buttons, etc. About three or four inches of the tip of a horn is solid and when cut looks like the layers in a tree. These are very beautiful when polished.

Ferris has been working at this hobby for the past 6 years, and after spending many long hours of hand sanding and polishing, designed a sanding and polishing machine which vacuums away the dust as he works. The machine is also quite unique in that it will sand at any angle.

The horns and the articles must really be seen and felt to be appreciated.



## Work Still Slow In Stockton

By WALTER TALBOT  
AL McNAMARA and  
BOB SHEFFIELD

The prospect for employment in this district is not improving as it should this year due to obvious reasons. Generally the work picture brightens as summer approaches, however, this is not the case this year. The first problem was the curtailment of all construction work, which was supposed to curtail inflation. Next, the President suspended the Davis-Bacon Act, which he later rescinded. However, this only compounded the confusion for the contractors and awarding agencies. Proposed projects were postponed until later dates when it was hoped everyone would know in what direction they were going.

Projects affected in this district by the confusion were the Highway 99 freeway at Turlock, the Stockton Cross Town freeway, the completion of Interstate 5 from Hammer Lane north of Stockton to the Sacramento County line and subsequently the Periferal Canal.

Two contracts totaling \$232,405 were awarded to S. M. McGraw Co. by the San Joaquin Board of Supervisors for the resurfacing of Mariposa Road between Jack Tone and Escalon-Bellota Roads and Cherokee Road between Wilmarth and Alpine Roads. The same firm picked up an \$80,000 job from the State Department of Public Works to construct a ramp and widen the Diversion Canal Bridge.

Claude C. Woods Co. of Lodi was awarded a \$431,318 project, also by the State Department of Public Works, to widen approximately 3.6 miles of West Lane from Harney Lane to Eight Mile Road. Two lanes to serve southbound traffic will be added to the present two lane road, which will carry traffic going north.

Roek Construction Co. of Stockton was awarded a \$5.8 million contract for the first buildings on the new Delta College campus. Nearly all the sub-contractors in the Roek Company's bid are local, which will keep the money here plus provide local employment of craftsmen.

The reconstruction of Lower Sacramento Road was won by the S. M. McGraw Co. for their bid of \$386,893, which was the lowest of four bids submitted. The contract entails the widening of the present two lane road to four lanes from Hammer Lane to Old Bear Creek and the bridges over Mosher Slough and Eouth Bear Creek.

A \$90,816 contract for replacing an inadequate Pacific Gardens Sanitary District sewer line was awarded to the W. M. Lyles Co. of Stockton. The contract calls for replacing 3900 feet of leaking sewer line beneath the Calaveras River.

R. L. Thiboda of Vista, California, has not as yet commenced his \$896,567 sanitary sewer project for the McKinley Assessment District in south Stockton.

(See STOCKTON, Page 14)

## Voters Will Decide Issue

# Butler Valley Dam Faces Tests

By RAY COOPER and  
GENE LAKE

BUTLER VALLEY DAM  
MUST BE APPROVED—"If the



Ray Cooper

people in Humboldt County want it, we'll build it. If they don't, we won't."

These two sentences sum up the feelings of the U. S. Army Corps of Engineers toward Butler

Valley Dam on the Mad River. Voters of this area apparently will be asked to answer that question in the not too distant future. The answer should be "YES".

A controversy over the proposed dam is rapidly becoming active with the local environmental coalition. The election would determine whether the Humboldt Bay Municipal Water District will be allowed to contract for water from the project. Other entities can contract with the Corps for the water, such as the County of Humboldt. If there was no entity to contract for purchase of Butler Valley water, the project would be killed.

The Corps has spent about \$1 million in studies which show the water development is need-

ed and would also provide "100 per cent protection" on the Mad River from floods equal in force to the 1964 flood; and the recreation potential is enormous.

The water supply is needed for the further major industrial expansion in the Humboldt Bay area. The existing pulp mills are now operating at only half of their capacity because of the shortage of water. If additional water was available, they could double their production, besides any second-level manufacturing process such as a paper mill.

Without industrial expansion, we have no reasonable hope of solving our very serious economic problems. Additional industrial development will mean more jobs, so that is why we need Butler Valley Dam—More water—more jobs!

If the opponents and skeptics of Butler Valley Dam are willing to block chances for future industrial development in the name of environment protection, they had better have some alternate means of economic relief available, or they will be adding to the unemployment and relief rolls of Humboldt County.

THE KLAMATH LEVEE JOB has been a hit and miss situation because of the weather, but by the time this item reaches you Granite Construction Company will have taken a good look at their time schedule and we hope 40 to 50 Broth-

er Engineers will be going six tens. Project Manager Earl Bernard has been transferred from this job and has been replaced by Tom Elmore. Sorry to see Brother Bernard leave as we were just renewing old acquaintances.

The Crescent City freeway job is rolling again after a long winter shut down.

Granite has their crusher operating and it won't be long until the black stuff will be coming out of their 10,000 lb. automatic asphalt plant.

Earl Nally is moving right along on the clearing on the North Bank Road of the Smith River. A few line changes had to be made in order to save some of the Redwood trees, because of the protest made by the "Bird Watchers", "Sierra Club", etc. They missed one though—a Redwood tree 19' at the butt.

North Coast Paving and Redwood Empire Aggregate have a number of small jobs in Del Norte County which keeps their Rock, Sand & Gravel Plant and paving crew busy.

Ray Kizer Construction Company is still unable to move in on their Summit Valley Forest Road due to about four feet of snow in the area. Mercer Fraser Company has their crusher and hot plant set up on the project and will lay the base rock and asphalt.

Granite Construction at Blue

Lake is off and running again after a long winter shut down. This project seems to have suffered considerable damage from last winter's storms, which means more work for the Brothers. This is the largest dirt moving project here in District 4 and is now going into its third season. Last year at the peak of the season we had approximately 100 Engineers employed here. Supervision informs us that some Cat 657's will be arriving in the near future. All we need here now is continued good weather.

Ray Kizer at Berry Summit has also started up again. The dirt spread is on extra work again with no definite completion date. It seems that what the Brothers accomplish during the day is undone during the night as the whole mountain is moving.

Ray Kizer at Stafford has all but finished the grading. Mercer Fraser stands poised to move in with the black top.

Work in the shops continues to pick up as both Brizard Matthews and Clark Equipment continue to add new personnel. Here's hoping this trend continues.

In closing, those of you brothers who do not yet have your time books be sure and let us know so we can supply you. The benefits of the small donation you make will certainly come back to you many fold.

MANITOWOC 4600 RINGER being assembled on Humboldt Bay South Pit.



## \$9 Million Repair Contract

# Giant Crane on Humboldt Bay Job

Largest crane to be used on Humboldt Bay is being assembled on the South Pit. Part of equipment needed for a \$9.18 million repair job on the north and south jetties by the Umpqua River Navigation Company of Eugene, Oregon, the "Maniowac 4600 Ringer" will be used to place 2,100 dolosse (cufflink-shaped concrete forms) and concrete blocks as far as 200 feet from the center of the jetty. The device consists of a 200-ton capacity crawler crane incorporating a 254-foot boom, attached with an additional 160,000 pound counterweight to a 60-foot diameter steel ring. The ring which increases maximum lifting capacity to over 400 tons, enables the crane to place the 42-ton dolosse at a distance

of 200 feet with ease. The crane is powered by a 950 horsepower Cat D-398. Incidentally the radiator fan is 7 1/2 feet in diameter. The machine will be fitted with 130 feet of main boom and a 124 foot jib. The jib is a standard number 7 boom for a 4600. The main boom is a special manufacture. In the photo Brother Engineers are assembling the \$750,000 unit for preliminary testing, then will partially dismantle it for transport to the end of the sea wall. Placement of the dolosse will hopefully begin around June 1, be completed this construction season, with work on the north jetty to begin next year.



# Contracts and Slow Starts Plague San Jose

By ROBERT E. MAYFIELD  
District Representative

The work picture in this area at the present time is still only fair since some recent big jobs that have been let have been slow getting started. Only recently, a Pre-Job Conference was held with the G. H. Ball Co. of Danville.

Bob Mayfield

The Milburn-McAdoo-White Co. was low bidder for a free-way section of Highway 1 near Fort Ord in Monterey County. Between these two jobs over \$12 million have been funded and should provide quite a few new and long lasting jobs.

This past month for the San Jose Office and its area has seen some pick-up in work, as has been stated; but the difficult task of negotiating new contracts for several expiring contracts has taken up a great deal of time and has only just begun. The Kaiser-Permanente contract will end June 30 and 150 brother engineers are looking forward to a new and honorable contract. The same holds true for ARO (Ames Research) people at the wind tunnels at Moffett Field. In addition, the A.G.C. and Material Dealers contracts expire in June, so as you can plainly see, the next couple of months are going to be more than hectic.

Just recently we negotiated a well drilling contract with the Maggiora Bros. Drilling Co. of Watsonville, which is somewhat unique in so much as it is an agricultural type agreement for drilling water wells on farms throughout the Salinas and Santa Clara Valleys. This is the first of its kind in this area, and it is hoped a possible first step to organizing the farm well-drilling industry in the entire valley.

By MIKE KRAYNICK

Three big highway jobs are in high gear now with the kick-off of the Gordon H. Ball, Inc., job for \$6 million. The bid was for construction of six miles of six-lane Route 101 freeway between a half a mile north of Leavesley Rd. near Gilroy to 0.3 mile north of Middle Ave. in Morgan Hill. Interchange will be constructed at Masten and San Martin Ave. Overcrossings will be at Buena Vista, Church, and Middle Avenues. In addition, a bridge will be built at Llagas Creek. Local contractor Lew Jones has the structure contract for the overpasses and bridge. Ron Munk is project superintendent for Gordon Ball. The job completion date is 1972, and possibly as many as 30 Engineers will be on the peak payroll.

Immediately to the north is the A. J. Raisch job reported in this column last month with Brother Bob Mingetti as project superintendent and Babe Bronzich as foreman of the dirt spread. Liton Const. has the structures on this segment.

South of the Gordon Ball job is A. J. Raisch with Moseman, Freeman-Sondgroth Co. contract for construction the four mile segment of Route 101 south of Gilroy. Don Lowery is project superintendent with Tony Bruno as foreman of dirt moving and overseeing place-

ment of select and base materials on this \$7 million job.

When these three contracts are completed in 1972, Madrone, Morgan Hill, San Martin, and Gilroy will be completely bypassed by the new alignments.

Santa Clara County's massive new service center is now under construction in north San Jose, with the \$11,730,000 contract going to Carl N. Swenson Co. for the buildings planned on a 21 acre site at Schallenger Rd. and Old Oakland Highway. The Center will include a main building of three stories and a basement covering 245,000 sq. ft. to house the county crime lab, reproduction unit, data processing and other offices. Officials said the service center will also include MAC, a new computerized system of checking equipment in all county buildings electronically instead of with people! Completion is expected about December, 1972, site preparation in the projects first phase. This is the county's biggest single building project. Financing was gained through a \$17 million revenue bond sale.

Mergers and more mergers; and the big get bigger. The latest is that A. J. Raisch Paving Co. of San Jose has announced purchase of Conmat, Santa Clara County's largest ready-mix concrete and building materials firm. Details on the acquisition were released jointly by A. G. Raisch Jr. and Al Bosque of Conmat. Raisch said the operation of Conmat will continue as in the past with Bosque heading the present employee staff. Raisch said his firm is looking towards future acquisitions of other firms in the construction industry as a complement to company operations.

**HAT'S OFF TO LOCAL 3's TOP BIRDWATCHER**—Ralph "Babe" Bronzich is strutting around like any proud granddaddy and his crew of highway builders is just about as pleased. Mama Killdeer has hatched off her brood of four little striped babies, and the Morgan Hill Freeway construction project can get back on schedule.

A few weeks ago Bronzich, foreman for Raisch Const., spotted the little black and white ringed plover in the clover in the middle of the new freeway. It was just about the center line of the new route, several thousand feet from the Dunn Ave. overpass. Bronzich put up a lath fence out about 25 feet around the nest and forbade any more work in that area. A water wagon got too close once and the driver was bawled out soundly by the foreman.

Although pretty nervous at first, mama killdeer soon got used to Bronzich who climbed over the barricade and fed her birdseed every morning. About the time the four little button-sized balls of fur appeared, papa killdeer decided to return... and he and mama were busy teaching babies to follow them. Now it's hard to find the small area guarded by the whole highway construction crew long enough for a tiny bird to hatch her chicks.

By JACK BULLARD

**SANTA CLARA COUNTY NORTH OF HWY. 17**—There is very little highway work in this area now. Raisch-Liton Companies are past the 80% completion mark on the interchange between Interstate 220 and Saratoga-Sunnyvale Rd. Bill Burke is still there on

Blade and Jake Bostick is foreman. Tony Minardi and Reece Atkinson are also on this project.

Raisch employs from ten to twelve brothers on the Alviso-Milpitas Rd., Highway 237. This project is in the four million dollar class. The job is a widening to a four lane expressway. It includes construction of a four quadrant cloverleaf interchange between Route 237 and Hwy. 17. George Reynolds and Albert Kristee are on this job. Rodney Gustafson is foreman, Stan Nishiyama is journeyman trainee, and Ray Mathiesen sets grade.

The Kaiser Permanente three year agreement ends on July 1, 1971. We are presently in negotiations. In addition to the formal negotiations at the bargaining table, we are codifying the Letters of Understanding between Kaiser Permanente and our Local Union. In implementing this effort, the Kaiser Permanente Quarry members selected seven men as a committee to review work rules and seniority provisions. Jack Bullard is chairman. Members are: Carl Ambrosini, H. "Brownie" Brown, Bud Pemberton, George Flagel, Johnnie Rodgers, Jack Grogan, and Rudy Delgado.

Foil Plant members have held one of several meetings for the same purpose; clarification of Letters of Understanding regarding work rules and assignments. Some of the seventeen members were: John Dwyer, Gerry Denny, Earl Evansizer, Steward, Louis Lashley, and Kelley Garrett.

The May 13th District #90 meeting in Watsonville was well attended. Members signified strong approval for individual financial contributions in support of our political interests.

Brothers, don't forget to call me as you move around on the smaller pipeline, paving, and grading jobs. As you begin work on them, or as you observe them working. Call us, we want to hear from you.

Brother John Wales completed his assignment as fork lift operator with Tan Const. of the Americana Apartments at Hwy. 85 and El Camino Real in Mt. View. He will move with Tan Const. to their next project in Soquel near Santa Cruz. His situation provides a good case in point regarding fork lift jobs. John has "construction boomed" all over the world. He is a skilled operator in several classifications, but he takes fork lift work by preference. The fork lift provides more bad weather work. It also provides some overtime, and the work is interesting. There are many fork lifts operating in Santa Clara County. We estimate that fork lifts in this territory provide employment equivalent to two full fifteen man dirt spreads! This is our work Brothers. We do not want other crafts to gain control of this work, therefore we must defend it. When you drive past a fork lift, find out what you can about it, and call us. Help us so we can better serve you.

Warner Yates fork lift group has met. Charlie Hunter is Steward there. Other members include Francis Manthey, Dick Whitewing, Jess Meza, and Cecil Hodges.

We are presently conducting pre-negotiation meetings with members on several contracts. These contracts include ARO at Ames Research Center, where our brothers operate the wind

tunnels. Marvin Junkins, Pappy Thrasher, and John Cole are some of the members there. Dick Kutsch is steward.

By JACK CURTIS

Work has picked up in Santa Cruz and Monterey County. C. K. Moseman Co. of Fresno and Lloyd Rodoni and Son of Saratoga were low bidders of \$1,843,948 on the Mt. Herman Bypass Rd. There is over a million yards of dirt to be moved on this job. Lloyd Rodoni will do the excavating and Moseman will do the structure work.

Milburn Const. Co. and McAdoo White Co. of Riverside was awarded a \$5.7 million contract for construction of four miles of six-lane divided California I freeway through Fort Ord north of Monterey. The project will be completed in late 1972.

## New Water System Slated for Lemoore

By CLAUDE ODOM,  
BOB MERRIOTT  
HAROLD SMITH

The work picture has started to pick up. If funds are released, the picture could be brighter.

The City of Lemoore has been awarded a \$568,493 contract to build a major portion of the new municipal water system. Construction is to be handled in three phases. A new water system within the city, a transmission line from three wells four and one-half miles due north of the city and installation of a concrete reservoir electrical system and pumps.

Fedrick & Sundt were low bidders on the Westland Water District job on Lateral 7R at \$2,839,492.

Allied Paving Company of Fresno was low bidder on the Grand Avenue project with a bid of \$23,451.

W. M. Lyles was awarded a \$24,594 job at Fresno-Coalinga Road and Highway 33 intersection.

Five and one-half miles of Avenue 328 north of Visalia will be resurfaced and modernized in a \$217,570 contract awarded to L. B. Wells Construction Company of Visalia.

Awards are expected shortly for 42,500 feet of steel pipe and three storage tanks, one with a capacity of 3,000,000 gallons, which were opened earlier with the J. M. Covington Corp. of Santa Fe Springs the lowest bidder with \$402,910. W. M. Lyles was low on the water treatment plant on this same project.

Gene Richards Paving was awarded the contract to replace the bridge on Highway 198 about 10 miles east of Visalia. The contract went for \$176,000.

The California Division of Highways is calling for bids on 2,260 worth of construction and modernization projects in the San Joaquin Valley. The largest at about \$1,644,000 calls for the conversion of Route 99 to full freeway standards in

Tombleson Const. of Salinas was awarded \$1,076,964 by the U.S. Army Engineers for construction of a new three story air conditioned barracks at Hunter Liggett.

Fredrick-Sundt was awarded a \$1,340,000 job at Hunter Liggett for the construction of a 1,000,000 gallon per day sewer-treatment plant.

Another job coming up for bid is the reconstruction of 3.6 miles of the U.S. 101 expressway in Monterey County. Both northbound and southbound lanes of the four lane divided road will be affected. Work limits extend from 2.3 miles north of Route 156 near Prunedale to the San Benito County line.

We wish to thank all of the Brother Engineers for the good turnout at our District meeting in Watsonville.

and near Madera by constructing an interchange where Avenue 17 intersects just south of the city. Two frontage roads, between Avenue 16-16½ and Avenue 17-18 also will be built. Bids will be opened sometime in June.

Bids to reconstruct Mt. Whitney Avenue in Fresno County between Lassen Avenue at Five Points and Howard Avenue will be opened in June also. The project has \$346,000 available.

Carl W. Olson has started their Sewer Treatment Plant job at Madera. C & K Construction is doing the engineering and Gold Coast Construction is moving the dirt. There is approximately 400,000 yards of dirt to move. At present there are 12 engineers on the job. This job will be good until the middle of 1972.

Granite Construction will start their pipeline job this month that will hook on to Olson's job and go to the old Madera Sewer Plant.

McGuire & Hester at Dos Palos has the finish on the north bound lane of Highway 33. This job started at Dos Palos and goes north to the Highway 152Y. Highway 33 be about 14 feet wider when the job is finished.

Gentz Construction of Fresno was awarded a contract for \$129,445 to construct a sewage collection system for Fresno County. Gentz still has 50 percent of their sewer job in Clovis to finish.

Haskell Construction of Fresno was awarded a contract of \$54,965 to construct water mains and this job will come about right for Haskell as he is about finished with the Calwa sewer job.

Lloyd Tull has about two months left on their sewer job at Oakhurst. This has been a good winter job for the engineers.

C. W. Woods & Sons will start their road job at Wishon as soon as the snow clears. Baker & Baker have finished their job at Bass Lake.

The California Division of Highways will let bids in the amount of \$509,000 in Fresno and Madera Counties this month. The bids will include resurfacing portions of Route 41 between Divisadero and Dry Creek Canal and Shaw Avenue

(See MORE FRESNO, Page 15)



## 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:

Bach, Paul (Elna, Wife)	5-9-71
P.O. Box 29, Oakley, Idaho	
Belt, Willard (Jenavive, Wife)	5-16-71
157 1/2 Mann Drive, Pinole, California	
Brown, Stanley (Sharon, Wife)	5-21-71
513 Meadows, Apt. L, Vacaville, California	
Dixon, Lester (Bernice, Wife)	5-13-71
P.O. Box 2, Bowman, California	
Dixon, Lionell (Ruby, Wife)	4-30-71
612 - 35th Street, Richmond, California	
Erickson, Herbert (Zera, Wife)	5-3-71
640 Granger, Sacramento, California	
Garrison, Lester (Ruth, Wife)	5-1-71
24663 Amador No. 4, Hayward, California	
Graham, William (Letha Belle, Wife)	5-14-71
510 Flagg Avenue, San Jose, California	
Kerns, Curtis (Elinor, Wife)	5-8-71
889 Parkwood Rd., Blue Bell, Penn.	
Lemus, Louis (Mary K., Wife)	5-7-71
P.O. Box 532, Yolo, California	
McCune, Leander (Dora, Wife)	5-5-71
1645 Bellomy St., Santa Clara, California	
Mauser, Joe (Florence, Wife)	5-26-71
Mounteer, Richard (Faye, Wife)	5-6-71
Myers, John T.	5-10-71
100 Harbor Blvd., Belmont, California	
Naur, John (Laura, Wife)	5-17-71
c/o Gen. Del., Buellton, California	
Parke, Cliff (Viola, Wife)	5-14-71
442 So. State, No. 37, Clearfield, Utah	
Rogers, Henry (Dollie, Wife)	5-18-71
4765 W. Dakota, Fresno, California	
Rosier, John (Dimple, Wife)	5-23-71
4825 Whitfield Ave., Fremont, California	
Snyder, Robert S. (Mary Ann, Wife)	5-10-71
5830 W. Belmont, Fresno, California	
Underwood, John W. (Julia, Wife)	5-16-71
185 Lund Avenue, Hayward, California	
Webb, Howard (Pearl, Wife)	5-4-71
1238 Everett, El Cerrito, California	
Wilks, Don (Jerry D., Son)	5-10-71
Rt. 1, Box 90, Gridley, California	
Williams, Charles W. (Agnes, Wife)	5-4-71
1525 Cold Springs, Placerville, California	
Zimmer, Bernard (Mary, Wife)	4-26-71
50 Samoset, San Francisco, California	

### DECEASED DEPENDENTS

Dobyne, Elsie—Deceased May 3, 1971
Deceased Wife of George Dobyne
McMaster, Robert—Deceased May 13, 1971
Deceased Husband of Ruth McMaster
Randolph, Stanley J.—Deceased April 24, 1971
Deceased Son of Stanley Randolph Sr.
Strauch, Frances—Deceased May 12, 1971
Deceased Daughter of James C. Strauch
Weyer, Stephen, David, Suzette & Tamey—Deceased May 13, 1971
Deceased Children of Dan Weyer

## More About Sacramento

(Continued from Page 5)

the Senate, declared "I know of no way we can put people to work and get them off the jobless rolls faster than through public works construction". He urged approval of a \$78 million dollar program of water resources conservation. Increases in appropriations for the Auburn Reservoir, for Folsom South Canal, for bank protection and erosion control on the Sacramento River.

These are not "make work" projects, Congressman Johnson stressed, in arguing the economic and employment impact which this program would have on Northern California, but projects which have been studied and designed carefully, with benefits and costs evaluated closely.

All of the above are projects which benefits exceed the cost. They are projects which will contribute to the stability and growth of the nation, but we cannot begin to realize these benefits as long as the projects are on the drawing boards, or as long as construction is delayed due to fund freezes or slow downs such as we are now experiencing.

## Ways & Means Gives Nod to 3 Labor Measures

Two State AFL-CIO-sponsored bills and another strongly supported by the California Labor Federation won the approval of the Assembly Ways and Means Committee on a voice vote Wednesday and were sent to the Assembly floor.

The bills, all introduced by Assemblyman Willie L. Brown, Jr. (D-San Francisco) are:

**AB 981**, a Federation-sponsored bill to reimburse injured workers for any wage loss and for all reasonable expenses of transportation meals and lodging when an employer or insurance carrier requests a deposition be taken of an injured worker in workmen's compensation cases.

**AB 975**, a Federation-sponsored bill to include hearing aids among those medical appliances compensable under the state's workmen's compensation law.

And **AB 790**, a State AFL-CIO backed bill to include the University of California and the California State Colleges under the existing provisions of State law relating to payroll deductions. Among other things, this would permit union dues deductions.

# Drawing Board Stage Set On Redding's Enclosed Mall

By KEN GREEN

## WORK ORDERED BEGUN ON REDDING MALL—Work

on Redding's air-conditioned, enclosed downtown mall was officially ordered begun by the Redding Redevelopment Agency.

The Medford, Oregon, firm of Patterson, Langford and Stewart was ordered to pre-

Ken Green

pare working drawings so that the construction on the mall may begin. The working drawings are to be prepared so that bids can be called for the construction of the entire mall or for only the northern two-thirds, between Yuba and Tehama Streets. The same construction firm that was awarded the contract for the underground utilities for the downtown mall will also do the undergrounding for the city power lines that are to feed the electricity to the mall. Tyee Construction Co. of Bellevue, Washington, was awarded the city's contract on a low bid of \$60,000. The firm was also low bidder at \$341,000 for the undergrounding of all the utilities of the mall itself.

W. H. Linderman and Sons, Inc., of Red Bluff are the low bidders for one of three concrete bridges to be built in Shasta County. Their bid was for Olney Creek. A and R Construction Company was low bidder for a bridge on Digger Creek and L. T. Anderson Construction Company of Red Bluff was low bidder on the Hat Creek bridge. Total cost of the three bridges will be \$157,816.

Realignment work at the intersection on Hwy 36 and Baker Road has begun with A. Teichert Construction Company low bidder of \$192,949 for the 2.13 miles of road.

Financially troubled Lake California, the multi-million dollar subdivision on the north border of Tehama County, may have a new owner. A nameless corporation is reportedly being formed to meet the \$2,950,000 price to settle the dispute between the Price Estate and the Great Southwest Corp. Lake California was developed nearly three years ago by the Great Southwest Corporation, a subsidiary of the bankrupt Penn Central Railroad. The collapse of the railroad earlier in the year reportedly caused the downfall of the local development as well.

A proposal for a giant development to include a neighborhood shopping center, two mobile parks, a mobile home subdivision, and 150 multi-family units is to come before the Redding Planning Commission.

Joseph Gregory is requesting rezoning of 180 acres located a quartermile south of Lake Boulevard between Hilltop Avenue and Interstate 5, for the proposed development.

New buildings are popping up all over Redding as construction activities begin to resume of past years. The Holiday Inn, Motel Orleans and Strawhat Pizza Parlor are adding on rooms or convention facilities. Also under construction are the New Golden Eagle Restaurant

and Lounge, Jerry's Cafe, a new restaurant and a 90 unit apartment project at Eureka Way and East Street.

One of the largest projects now under construction around the Redding downtown area is Valley Engineers of Fresno who are laying the new sewer trunk lines on Radio Lane, El Reno Ave., and East Avenue. At the present, there are nineteen Operating Engineers on the project.

By BOB HAVENHILL  
(Redding North area)

Having been here a couple of months now, this writer is enjoying the work and the people he works with.

Gordon H. Ball, Inc., has been going on their Weed Freeway job for a month now. Dennis Ball and Sam Martinelli are heading it up with the help of Eugene Huddleston and Ad Smith, as grade foremen. This job is scheduled to go five nines at two shifts and will ultimately employ around 60 engineers.

Lange Brothers, Hiway 89 job out of Burney is going hot and heavy now since most of the heavy clearing is done. This is a good job with a good outfit.

Dean and Nate Hammond have nine rigs going at Lake Shastina for Seimens Contracting, Inc., on the new golf course.

Shirley Brothers and Preston Construction Company have the prime contract on the excavation and underground at California Pines over in Modoc working, including the subcontractors. The ground is just now getting dry enough to really roll and they are planning to do just that. Lee VanVolkenburg is the Super.

Peter Klewit's Hwy 395 job out of Alturas is just winding up as far as the subgrade is concerned and O'Hair Construc-

tion Company is going to do the rocking and paving.

Hughes & Ladd, Inc., is moving the final five million yards on their Hwy 5 job at Lakehead. They have a beautiful operation there and really show some moxie when it comes to moving dirt. Harold Geist the General Superintendent has a terrific crew of engineers.

J. F. Shea Company, Inc., has moved in on their one and a third million dollar job at Lake Shastina and are employing several brothers up there. They also have a bridge job going at Hatchet Creek on the Big Bend Road.

If you haven't received that call to go to work yet brother, we hope it won't be long before you do. But, while you're waiting, why don't you go down to the Rancho Murieta Training Center and brush up on your operating skills, or learn some new skills. You won't miss a call and it doesn't cost you a dime except for transportation. It could be the best investment you have ever made.

The lowest of five bids of the \$76,923 contract for reconstruction of the Yreka Creek Bridge on the Anderson Grade Road was the C. O. Bodenhamer Company of Mountain View.

Low bidder of five bids offered and 13 per cent below engineers cost estimates was \$106,867 contract for building a new bridge across Patterson Creek to Thomas J. Holland Company of Brooks.

The Yreka City Hall will be built by Earl Cummins Construction Company of Yreka under a negotiated deal which lets the city lease-purchase the 4,300 square foot city complex for \$134,000. Cummins will lease the city-owned building site on Fourth Street adjacent to the Siskiyou County Library. Construction is to start at once.

## Coin Toss

(Continued from Page 11)

ley. Completion scheduled for 1973-74. Completion of the Veterans Memorial Auditorium continues to get top attention, with \$192,300 to be spent next year to complete the building. Another \$150,000 would be earmarked for auditorium landscaping and parking lot.

Other major expenses foreseen for next year at the Civic Center are \$220,000 for office expansion in the Hall of Justice plus \$165,000 for landscaping and irrigation.

**ALASKAN CONTRACT**—C. R. Fedrick, Inc., of Novato has been awarded a \$1,392,000 contract to construct a concrete landing apron at Elmendorf Air Force Base near Anchorage, Alaska. This job is scheduled to start May 1. The bid was lowest of three. The state of Alaska recently announced that a joint venture, organized and directed by the Murray-McCormick Environmental Group, formerly Murray-McCormick with four offices in the Bay area, including one in Novato, has been selected to develop environmental master plans for four new state parks in south central Alaska. The firm was selected from over forty planning organizations throughout the nation who submitted qualifications for the project which includes new parks in the Chugach Mountains, Kachemak Bay, Hatcher Pass, and at Lake Louise.

## Stockton

(Continued from Page 12)

Lincoln Village West, a north Stockton housing development, continues to provide employment for several operating engineers. In addition to Larry Aksland, Teichert Corp., C. & S. Plumbing, Dutra Dredging and others, two more recent contracts were awarded to Stanfield & Moody for \$95,163 and W. M. Lyles Co. for \$108,752.

Glanville Construction Co. of San Lorenzo was awarded 2,000 feet of pipeline on the Hetch Hetchy Aqueduct near Moccasin. It is a \$1,028,168 job and should be under way soon.

Flinkote Co. of Modesto was awarded a \$486,015 contract for reconstruction of 4 1/2 miles of Crows Landing Road and a \$54,100 contract for reconstruction of the Floyd Ave.-Old Oakdale Road intersection.

Guy F. Atkinson is winding up production on the Don Pedro Project. This has been a good job for several of our brothers.

A recreation facility contract is expected to be awarded at Don Pedro Dam for approximately \$325,000 before our next report.

These projects, plus those already under construction, should tend to help reduce the out-of-work lists, however, as pointed out earlier in the report, we do not anticipate a good year in this district for members of this union.



# Personal Notes

## FRESNO

Our deepest sympathies are extended to the families of Brothers Henry "Pug" Rogers and Robert S. Synder who passed away this past month.

Brothers T. E. Stover and William Gidcon are under the weather and we wish them a speedy recovery.

Many thanks to Brother Ray Rutledge for his donation to our Blood Bank.

## SANTA ROSA

We wish to extend our deepest sympathy to the family and friends of Brother James L. Joy on his recent passing away.

## MARYSVILLE

Brother Monell Darrough is home from the hospital after having surgery. It looks as though he will be ready to go back to work in the near future.

## REDDING

We would like to take this opportunity to wish a quick and thorough recovery to the following brothers:

Ken Omsburg, Pete Whitehurst, Wesley West, John Lell, Phil Brown, James Riddle, Truman Blunkall, Mel Yonker and Howard Thompson.

## SAN RAFAEL

Congratulations and bouquets to Brother Fred Jensen, veteran Councilman for the City of San Rafael, who was reelected to office.

Best wishes for a fast recovery to the following who have been on the "sick list": Brother F. Bobo at Children's Hospital; Paul Betz at Ross General; and to Brother Fred Montoya, Jr. who had an accident. Hurry and get well!

Our thanks to Brother Wm. Duvivent who has donated blood for the 14th time. Wish there were more like him!

Our heartfelt sympathy to the widow of Brother Paul Bach, retired member who passed away in Idaho, where both he and his wife retired to last year. Paul lived in Novato for 20 years before retiring to Idaho.

## STOCKTON

The following Brothers were either reported ill or under a doctor's care this past month: Albert J. English, Glenn R. Johnson, Charles Wingo, George J. Stryker, Jack Batchi, Charles Swigart and Harry Carte. A speedy recovery is wished for all and to all those unreported.

Our deepest sympathies are extended to the families and friends of Otis Andrews and Armand Latino, who passed away this past month.

Harvey Edwards, Stockton dispatcher, received a letter from Brother Cecil "Doc" Ford, who is working for RMK-BRT in Vietnam, in which he states the construction work there also is coming to a screeching halt.

## RENO

Brother Richard Scroggin is in Washoe Medical due to an on the job accident. His leg was amputated and he is progressing well. We are sure he would appreciate visits or cards from the Brothers.

Ray Lambeth will be definitely on the sick list while receiving medication at home, in Carson City.

Apprentice Clinton Block will be on a medical leave from the Apprenticeship Program for approximately 1 year due to his leg not responding to medical treatment as hoped.

Brother Gordon Weston, recuperating at home after his open-heart surgery in February of this year. He dropped by the Union Hall last week and looked good.

## EUREKA

Congratulations are in order to Mr. and Mrs. D. Daniel Bouey. They are the proud parents of a baby girl.

We wish a speedy recovery to Brother G. T. Brown who is hospitalized at the Humboldt Medical Center. Also, we wish a speedy recovery to Brother Jess Boyd who is hospitalized.

We are in need of blood at this time, our blood bank is very, very low. Please make your appointment with the Northern California Community Blood Bank by calling 443-0231.

## SAN JOSE

Brother John Hackett and Mrs. Hackett have just returned from an extended tour in Oregon, Washington, Utah, Nevada and Arizona.

We wish to extend our condolences to the families of our deceased Brothers: Noah Beeber, John Naur and to the family of Mr. and Mrs. Dan Weyer who lost four children in an automobile accident.

Brother Joe Zanesco, a retired Engineer and Mrs. Zanesco will leave shortly for a visit to Italy. Our best wishes for a pleasant voyage.

Dear Sir:

In reading May's Engineers News, under Personal Notes, I noted that a member's name was not listed as being in the hospital. The member is Jessie Lee Bohannon (Jake), member for 25 years now in the process of retiring due to health reasons.

He was admitted to the Veterans Memorial Hospital on May 21, 1971 for a Surherial Brain Hemorrhage. He still is not out of danger, but is doing better. His home is in Antioch, California, his phone number 415-757-9094.

Thank you very much. We enjoy your paper very much. It has more worthwhile news than most of our local city newspapers. Keep up the good work. Thanks.

Sincerely yours,  
Mrs. Hughes,  
daughter of Mr. Bohannon

(See MORE PERSONALS Cols. 4 & 5)

## SWAP SHOP CORNER: Free Want Ads for Engineers

**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, 4573 Mesa Dr., Oakdale, Ca. 95361. Reg. No. 0405001, 4-1.

**TWO DRILLING RIGS**, one on semi-trailer w/ Chevy cab over truck; one on 10-wheel GMC. One w/ push ladders for well cased, 1 rig \$2,500, 2 rig \$3,000, ladders \$350 w/ pump. C. W. Criswell, 240 N. A St., Turlock. Phone 685-9245. Reg. No. 918845 4-1.

**FOR SALE: REFRIGERATOR**, operated on by one or elec. for trailer house. Phone 209/931-2598. Reg. No. 0509559, 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. 0512975, 4-1.

**WILL TRADE** for guns or cash Model T Ford truck assembly, rough but repairable. 1923-28 Ford, G.B. Hammer-schmidt, 4453 S. Belmont Ave., Del Rey, Ca. 92616. Reg. No. 1072423, 4-1.

**GMC TRUCK MOTOR FOR SALE**, Model 270, comal-trans, gen. etc. Like new. Completely overhauled. Reas. Phone 892-5327 alt. 7 p.m. F. Carpenter, 1104 2nd St., Novato. Reg. No. 0278904, 4-1.

**THREE BR HOME**, encl. porch, garage, new roof, nr shops & bus, 4 fruit bearing trees, gas heat. \$21,500. Phone 276-3255 San Leandro. Reg. No. 4521380, 4-1.

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

**MUST SELL 1969 TOYOTA CORONA**, automatic, clean. \$1,595. Call 933-4576 in Concord. Reg. No. 1181690, 4-1.

**FOR SALE: 1958 SANTA FE TRAVEL** trailer Very good cond., good tires, easy lift hitch. M. B. Booker, 2308 Westgate Ave., San Jose 95125. Phone 259-5847. Reg. No. 361819, 4-1.

**WANTED FOR 1928-1929 MODEL A FORD** Tudor sedan visor over windshield & both doors & hood. Phone collect 707-423-2377. Harry Svar, Rt. 1, Box 142, Fairfield, Ca. 94533. Reg. No. 688955, 4-1.

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

**FOR SALE: CAT. SPRAY GUN**, round table, welding hood, gloves, many others. 5681 Ocean View Drive, Oakland, Ca. 94618. Reg. 0490983, 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. 0272531, 4-1.

**FOR SALE: FIVE TON BEBE MOIST**, new, no handle. \$75. Two 3-wheel mini-bikes tandem, 1 used 1 new, sell at cost. L. K. Walker, P.O. 11051, Tahoe Paradise, Ca. 95705. Phone 916/541-3951. Reg. 044521, 4-1.

**FOR SALE: 16 IN. PIPE** galv., tar coated both sides. 20 ft. long sleeve. Reas. Phone 892-5327 alt. 7 p.m. F. Carpenter, 1104 2nd St., Novato. Reg. No. 0278904, 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. 0238753, 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. Barrett, 324 South Hill Blvd., San Francisco, 94112. Phone 415/333-0872. 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 795-6354. Reg. No. 0772169, 4-1.

**FOR SALE: CASE MODEL DC**, wheel tractor, excellent condition. \$350. Call 415/862-2361. Reg. No. 569555, 4-1.

**1966 FORD F-100** w/ overdrive, eight ft. bed, good tires, needs engine work. \$300. 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. Bashnick, 8101 Iris St., Oakland 94638-2544. Reg. No. 079806, 4-1.

**ACRES all or part**, 14 mi. Roseburg. Call 503/883-4828 or 415/935-2811. G. L. Marsh, alt. P.O. Box 4454, Walnut Creek, Ca. 94596. Reg. No. 865527, 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. 1062350, 4-1.

**PARSONS TRENCHER 426SW**. 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. Chester Pfahl, 10 Quicksip Ln., San Francisco, Ca. 94115. 931-8984. Reg. No. 313690, 4-1.

**HOUGH LOADER, 2 YD.** w/ Extend 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. 0598651, 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. 1062350, 4-1.

## RULES FOR SUBMITTING ADS

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

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

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

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

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

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

**RETIRED HEAVY DUTY MECHANIC** has full set of tools for sale all descriptions incl. reamers, porta power with box, W. Powers, 905 Donaldson Way, Vallejo, Ca. 95490. Reg. No. 0494288, 5-1.

**FOR SALE: 1970 CAT D4D**, power shift, hyd. lift, rippers. Less than 500 hrs. 25 per cent below cost, like new. 1969 F600 2-ton truck, 16" flat bed, 14-ton double boom hoist, only 12,000 mi, vacuum brake controls. J. Haslouer, 12954 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, 12954 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. \$5,000, make offer. C. L. Schriener, 492 105th Ave., Oakland, Ca. 94603. Phone 415-562-2405. Reg. No. 0308088, 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 OR TRADE: VERMEER** TRENCHER T-300 6" to 20 1/4 ft. Pango set, backfill blade. Leon Camarena, 415-754-1871. Reg. No. 1212413, 5-1.

**FOR SALE: 1966 HONDA SCRAMBLER** 160, 6,000 miles, very good condition. \$250. L. Eaton, 2545 Wyolf Lane, Arcata, Ca. 95521. Phone 707-822-3354. Reg. No. 1212413, 5-1.

**1957 CHEV PICK-UP**, 3/4 ton, one owner. New motor, 4-speed transmission, exc. cond. \$450. C. L. Schriener, 492 105th Ave., Oakland, Ca. 94603. Phone 415-562-2405. Reg. No. 0608088, 5-1.

**PERMANENT POWER POLE**, 25' crested, 100 amp service, breaker box, 110 & 220 outside connections. \$250. John Franklin, 6491 Dublin Blvd., Dublin, Ca. Phone 828-7191. Reg. 1076473, 5-1.

**1967 F250 FORD PICK-UP**, V8, 4-spd. utility boxes plus 1967 10 1/2 ft. cabover camper. Sleeps six, cool, extendable bumper w/ foldup seat. O. M. Taylor, 2620 Kennedy St., Livermore, Ca. Phone 447-4074. Reg. No. 0699480, 5-1.

**FIVE ACRE MOBILE HOME** or building sites nr Redding in water dist. Phones, elec., 300 dw. n., 35/month. Phon. 916-396-2379 or write M. W. Keltner, Box 33, Ono, Ca. 96072. Reg. No. 1154730, 5-1.

**FOR SALE: COT, SPRAY GUN**, round table, welding hood, vacuum cleaner & many others. 5681 Ocean View Drive, Oakland, Ca. 94618. Reg. No. 0490983, 5-1.

**FOR SALE OR TRADE: MOBIL HOME**, Great Lakes 24x60, 1970 model. Call Leon Camarena, 415-754-1871. Reg. No. 1212413, 5-1.

**FOR SALE: ALL STEEL SPORTSMANS** canopy for pick-up bed. 17" deep x 50" wide; 6 1/2" wide, 6 1/2" long. \$85. Cost \$300 new. Phone H. D. Cooper, 878-0982 or write Box 487, Applegate, Ca. 95703. Reg. No. 0272566, 5-1.

**FOR SALE: 2 DUPLEXES (4 UNITS)** on Inter. No. 5, Yreka. \$40,000, assume \$30,000 of \$690. Income \$420, pay \$260. All rented. R. S. Rodbaugh, 4309 Loren Dr., Fremont, Ca. 415-797-1914. Reg. No. 0523237, 5-1.

**FOR SALE: 1964 3/4 TON DODGE** crew cab, 6 1/2' sty side, 6 cyl. 4 spd. \$850. Also wood cab over camper. Ph. 707-459-4029. P.O. Box AD, Willits, Ca. 95490. Reg. No. 1262996, 5-1.

**PATRICKS POINT OCEAN BLUFF LOT**, 301 frontage, \$10,000. 4 mi. N. of Trinidad, nr Driftwood Lodge. Lee Kirkman, Box 1254, Oroville, Ca. 95965. 916-533-4025. Reg. No. 0301425, 5-1.

**FOR SALE: 1966 EL DORADO CAMPER** cab over, sleeps four, \$750 or trade for camper trailer. M. H. Boswell, P.O. Box 384, Laytonville, Ca. 95454. Phone 984-7319. Reg. 1139058, 5-1.

**FOR SALE: 1969 MOBILE HOME** 24x48, two BR, 2 bath, landscaped, skirting, awnings. H. Brown, 5770 Windfield Blvd., No. 25, San Jose, Ca. 95123. Phone 225-1184. Reg. No. 1142881, 5-1.

**SELL OR TRADE FOR LAND, FORD** No. 4000 front loader, rear scraper. All hdy pow steering 1962. Very good shape, \$2000. Phone offer 6 p.m. or weekends 458-2370 in Pittsburg. Lee Esley, Reg. No. 3611205, 5-1.

**FOR SALE: 3/4" DRIVE SOCKET SET**, 14 sockets, 8" ext. ratchet box. 3/4 drive torque ratchet, \$85 for all. R. S. Ca. Reg. No. 0523237, 5-1.

**Rodbaugh, 4309 Loren Dr., Fremont**, **FOR SALE OR TRADE: 30 TON SMITH** BALL MILL, Willye concentrating table, 30 kw diesel power plant, 75 hp 3-phase, 25 hp 3-phase & 15 hp 3-phase motors; low crusher. All for \$3,509 or

trade for backhoe equal value. G. Williams, P.O. Box 183, Weaverville, Ca. 95992. Reg. No. 1113007, 5-1.

**FOR SALE: BELLANCA AIRPLANE**, model 14-19, 150 Lycopeng eng. Mark 10 radio, ADF, very clean. Phone 707-763-2514 evenings & weekends. \$5,250. J. Graves, 728 1 St., Petaluma, Ca.

**390 FORD ENG. 3 SPD** std w/od, \$75. 5000 lb. compressor for scuba tanks with 7 1/2 HP 3 PH \$150. 115 gal. LPG tank with regulator \$50. 3 17" 8 buds, tires & tubes. \$5 ea. 309-453-7305. Reg. No. 1208765, 5-1.

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

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

**FOR SALE: TRAILER, 24' LONG, 87"** bet. wheels, steel deck, single axle, lift bed, vacuum brakes. New 1000x20 12-ply tires. \$295. J. Arndt, 2042 Orinella Wy, Santa Clara, Ca. 245-0105. Reg. No. 1466470, 6-1.

**BOAT FOR SALE: 14' RUNABOUT, 35 HP** Johnson, Fiberglass over wood. Lift Due tilt trailer, skis & life ticks. \$500. Jim Dalgish, 2378 Orleans Dr., Pinole, Ca. 94554. 415-758-0765. Reg. No. 0394870, 6-1.

**WANTED: OLD TIME ONE TWO CYL** -INDER GAS ENGINES, also 3 1/2" air impact wrench. J. C. Willis, 12520 West Byron Rd., So. Pa. No. 4, Trocy, Ca. 95376. Reg. No. 1039467, 6-1.

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

**HONDA 65 FOR SALE**. 1968 mod. 1600 mi, new tires, battery, rec. tuneup. \$195. J. Arndt, 3042 Orinella Wy., Santa Clara, Ca. 245-0105. Reg. No. 1466470, 6-1.

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

**WELDER FOR SALE, WESTINGHOUSE 200** amp mnted on trlr for towing. New 12V system, Chv. eng. 6 cyl. flat head. \$425. J. Arndt, 3042 Orinella Wy, Santa Clara, Ca. 245-0105. Reg. No. 1466470, 6-1.

**CHINCHILLA HERD FOR SALE OR** TRADE for dump trk, old coins or what have you. Over 75 animals & all equip. B. A. Roals, Box 281, Jackson, Ca. 95542. 274-2643 or 274-2278. Reg. No. 1175129, 6-1.

**FOR SALE: LORAIN BACKHOE & shovel** com. 3/4 yd wide tracks crawler, old but good. \$3,000 or offer. Phone 415-562-3236. Reg. No. 0578953, 6-1.

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

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

**FOR SALE: JAPANESE SPANIEL PUPS**, black & white. AKC reg. champion blood lines. J. F. Meyer, P.O. Box 308, Valley Springs, Ca. 95252. Phone 209-785-2224. Reg. No. 0409005, 6-1.

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

**FOR SALE: TL 445 LOADER**, good cond. \$21,000. HD 16 dozer, very good cond. \$19,500. Must see to appreciate. Call 408/375-5085. Reg. No. 1112878, 6-1.

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

**FOR SALE: ADDING MACHINE** with cash drawer \$150; chrome table w/ 4 chairs \$55; Monterey desk w/ chair \$50. Call 707/545-8640. M. Jacques. Reg. No. 1091206, 6-1.

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

**FOR SALE: 1966 CHEV. PICK UP**, 283 cu in 3/4 ton. Non-slip rearend, 4 sp. trans, shell camper, 58,000 mi. 8' bed, cust. cab, spec. bumper \$1,300. W. McBride, 414 Cherry St., Lodi, Ca. 209/369-4373. Reg. No. 0374915, 6-



## CLIP &amp; SAVE

## 1971 MEETINGS SCHEDULE

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

SEMI-ANNUAL MEETING	24 Sacramento, Tues., 8 p.m.
JULY	26 San Jose, Thurs., 8 p.m.
10 San Francisco, Sat., 1 p.m.	31 Fresno, Tues., 8 p.m.
DISTRICT & SUBDISTRICT MEETINGS	SEPTEMBER
JUNE	2 Ukiah, Thurs., 8 p.m.
1 Fresno, Tues., 8 p.m.	17 Salt Lake City, Fri., 8 p.m.
4 Provo, Fri., 8 p.m.	18 Reno, Sat., 8 p.m.
5 Reno, Sat., 8 p.m.	OCTOBER
10 Santa Rosa, Thurs., 8 p.m.	5 Eureka, Tues., 8 p.m.
JULY	6 Redding, Wed., 8 p.m.
20 Eureka, Tues., 8 p.m.	7 Marysville, Thurs., 8 p.m.
21 Redding, Wed., 8 p.m.	27 Honolulu, Wed., 7 p.m.
22 Oroville, Thurs., 8 p.m.	28 Hilo, Thurs., 7:30 p.m.
28 Honolulu, Wed., 7 p.m.	NOVEMBER
29 Hilo, Thurs., 7:30 p.m.	4 Watsonville, Thurs., 8 p.m.
AUGUST	9 Stockton, Tues., 8 p.m.
4 San Francisco, Wed., 8 p.m.	11 Oakland, Thurs., 8 p.m.
10 Stockton, Tues., 8 p.m.	17 San Francisco, Wed., 8 p.m.
12 Oakland, Thurs., 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.	Oakland, Labor Temple, Miller's Hall, 23rd & Valdez.
Eureka, Engineers Bldg., 2800 Broadway.	Sacramento, CEL&T Bldg., 2525 Stockton Blvd.
Redding, Engineers Bldg., 100 Lake Blvd.	Fresno, Engineers Bldg., 3121 E. Olive St.
Oroville, Prospectors Village, Oroville Dam Blvd.	Ukiah, Labor Temple, State Street.
Honolulu, IBEW Hall, 2305 S. Beretania Street.	Salt Lake City, 1958 W. No. Temple.
April meeting only, Washington School Cafeteria, 1633 S. King St.	Reno, 124 West Taylor.
Hilo, Kapiolani School, 966 Kilauea Ave.	Marysville, Elks Hall, 920-D Street.
San Jose, Labor Temple, 2102 Almaden Rd.	Watsonville, Veterans Memorial Bldg., 215 Third.
Stockton, Engineers Bldg., 2626 N. California.	Y Santa Rosa, Engineers Bldg., 3900 Mayette.
	Provo, 165 West 1st North.
	Ogden, Teamsters Hall, 2538 Washington Blvd.

## SEMI-ANNUAL MEETING

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

T.J.S.

(PAID ADVERTISEMENT)

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## IMPORTANT

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

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

CREDIT UNION  
ANNUAL MEETING

Secretary T. J. "Tom" Stapleton has announced that the Annual Meeting of the Credit Union will take place on Saturday, July 10, 1971, one-half (1/2) hour after the end of the Local 3 Semi-Annual Meeting, in the Marine Cooks & Stewards Union Auditorium, 350 Fremont Street, San Francisco.

## CLIP &amp; 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 356-1680  
Fran Walker, Trustee 456-6304  
Bill Reiterford

SAN MATEO  
1527 South "B" 94402 (Area 415) 345-9237  
Bill Rarey 368-5690  
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) 644-2657  
Aaron S. Smith 643-2972  
Dudley Western 643-1775

DISTRICT 2—OAKLAND  
1444 Webster Street 94612  
(Area 415) 873-2120  
Don Kinchloe, Dist. Rep. 837-7418  
Guy Jones 525-5055  
Tom Carter 682-6382  
Herman Essler 754-3072  
John B. Norris 825-4877  
Paul W. Se 686-2587  
Jim Jennings 828-5803

DISTRICT 3—STOCKTON  
2626 N. California 95204 (Area 209) 464-7687  
Walter Talbot, Dist. Rep. 477-3210  
Al McManara 464-0706  
Elvin Bajajli 948-1742

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

DISTRICT 4—EUREKA  
2805 Broadway 95501 (Area 707) 443-7328  
Ray Cooner, Dist. Rep. 443-1814  
Eugene Lake 443-5843

DISTRICT 5—FRESNO  
3121 East Olive 93702 (Area 209) 233-3148  
Claude Odum, Dist. Rep. 439-4052  
Bob Merriott 734-8696  
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## CREDIT UNION NOTES

Some Summer Thoughts  
On Where Money Goes

By JAMES "RED" IVY, Credit Union Treasurer

## 60% of Consumers Don't Know Rates

A survey by the National Commission on Consumer Finance found that the percentage of American consumers who knew various annual percentage interest rates increased from 14.5 per cent to 38.3 per cent, 15 months after the truth-in-lending law went into effect in July, 1969. Credit union members showed the smallest gain in awareness, as compared to users of credit from other financial institutions, possibly because they had the highest starting awareness score. Rate awareness of credit union members increased from 27.8 per cent before truth-in-lending to 36.1 per cent—very near the national average.



James "Red" Ivy

## Tight Money in 70's

With savings pouring into credit unions and interest rates hitting new lows in investment markets, this may seem an unlikely time to forewarn that money will be tight during most of the 1970's.

Nonetheless, this is the case. Even this year, total credit demands in all sections of the economy are expected to approach \$116 billion, up from \$98 billion last year.

Various predictions suggest that the demand for credit between 1971 and 1975 will be so great, the supply of funds may fall \$80 to \$100 billion short of meeting demand over those years. One economist, for example, calculates a total need for some \$418 billion in long-term funds, against \$235 billion between 1966 and the end of 1970.

The massive demands for credit have yet to hit the nation's money markets—and hence the dropping interest rates of this year.

## Labor Dept. Enforces Truth-in-Lending

Wage and compliance officers of the U.S. Labor Department in 350 cities will begin seeking violations in truth-in-lending and garnishment laws under a new agreement with the Federal Trade Commission. Resources of the FTC had been severely taxed while it was solely responsible for enforcement.

## How Checkless, How Cashless?

How accurate are predictions for a "less-cash, less-check" society?

Some people, inspired by advances in technology, believe checks will be replaced any time now by some system of electronic funds transfer. Most, perhaps, feel the check is not obsolete yet and doubt that the system will be changed for a long, long time.

There are, of course, several strong reasons that checks may never be totally displaced.

For one, checks do more than settle debts. The pension check, once endorsed and returned, proves that the pensioner is still alive and entitled to his next month's check. Many people—up to 50 per cent by some estimates—do not have a bank checking account, essential for electronic funds transfer.

The use of checks can also produce income. Hundreds of thousands of interest dollars are generated annually when "float" on outstanding drafts is invested.

## Some Thoughts on Progress

1. Don't capitalize on share insurance. It's a weak excuse for an otherwise sound image.

2. There is a way to provide quasi checking account service to your members under present federal and state laws.

3. Why pass a law to provide a credit union bank? Why not simply buy controlling interest in a small existing bank? That would open an inroad to existing bank credit cards being used for the advantage of credit unions.

4. Let's eliminate loan applications by 1974. Let's have lines-of-credit based on the known habit patterns of our members age by age, category by category. Computers make it easy, and we can jump way ahead of "those other places" by not going with shotgun set limits on open end credit.

5. Let's aim toward having "unicounts" that are both savings and loan accounts in one credit or debit balance. This, as an adjunct service to present concepts.

6. Let's educate the young, starting in kindergarten, via games, courses of study, mod seminars, television media, etc. Why go on and on, struggling against the hang-ups engendered by our competitors?

7. Finally, today's rules won't be tomorrow's rules. If we think they'll stay as now, we'll simply be a page in some dusty history book come 2071.

## Tough Competition Ahead!

You think you have trouble? Look at the banks. There is practically no way to make money on small loans. If credit unions looked realistically at loans of \$200 or less, they would probably find that these loans do not produce enough income to cover the cost of making the loans. This is why mortgage loans and large auto loans are more attractive to lenders.

Under credit card plans, there is no way to eliminate small loans. Many cardholders pay back small loans without paying interest; many have very low loan balances. Most banks can't make a profit on this business. They carry it as a sort of "loss leader."

Banks hope these individuals will increase their borrowing, but there is no way to force them to do so. For banks, this is a serious problem. In a bad installment credit year, the credit card increase has been a solitary bright spot. Yet, small balances are a hindrance. Banks could try to eliminate small balances, but this would defeat the mass merchandising concept.

The alternative is to encourage use of credit cards for larger items: especially, auto purchases. Sooner or later, banks will move credit cards into this area. This field is the bread and butter of credit unions. We can expect intensified competition. Credit unions had better prepare.