

Board, Members Ratify New Contract

"Serving the men who move the earth!"

ENGINEERS NEWS

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



Vol. 30—No. 7

SAN FRANCISCO, CALIFORNIA

July 1971



OATH OF OFFICE as first labor member of the California State Transportation Board is administered to Local Union No. 3 Business Manager Al Clem by Brian Van Camp, acting secretary of the State Business and Transportation Committee. Center is State Senator Tom Carrell, head of the Senate Transportation Committee and Senator Milton Marks of San Francisco. A number of top legislators, union officials and construction leaders were on hand for the ceremony in Sacramento.

Wage, Fringe Changes Due In Several Major Contracts

In announcing wage and fringe benefit increases effective this month for contracts negotiated in 1968 and 1969 for Local 3 members in Northern California, Northern Nevada and Utah, Business Manager Al Clem reminded members to check the agreements they are working under carefully, and to be sure that the employer is making the proper additional contributions.

"If any member has a doubt about his pay or fringe increases," said Clem "he should check with his Local 3 Business Representative and get the matter straightened out with his employer immediately."

ROCK, SAND & GRAVEL

Wages		
	Old	New
	1-1-71	7-16-71
Gro	\$5.665	\$5.315
Group 2	5.69	6.34
Group 3	5.845	6.505
Group 4	6.165	6.835
Group 5	6.53	7.21
Group 6	6.62	7.31
Group 7	6.795	7.385
Group 7A	7.045	7.735
HOT PLANTS		
Plant Engineer	\$6.53	\$7.21
Box Man	6.075	6.745
Fireman	6.075	6.745
Oiler	5.965	6.625
Fringes		
	Old	New
	8-1-70	7-1-71
Pensioned Health & Welfare	3c	4c
	1-1-71	7-1-71
Pension	65c	75c
Affirmative Action	3c	5c

EQUIPMENT DEALERS

Fringes		
	Old	New
	6-1-70	6-1-71
Pension	55c	60c

NEVADA AGC

Wages	
Old	New
1-1-71	7-1-71

Group 1		
Area 1	7.76	\$6.08
Area 2	3.76	7.05
Group 2		
Area 1	7.02	6.36
Area 2	7.02	7.36
Group 3		
Area 1	3.17	6.51
Area 2	7.17	7.51
Group 4		
Area 1	7.53	6.90
Area 2	7.53	7.90
Group 5		
Area 1	3.68	7.05
Area 2	7.78	8.05
Group 6		
Area 1	7.76	7.14
Area 2	7.76	8.14
Group 7		
Area 1	3.39	7.23
Area 2	7.39	8.23
Group 8		
Area 1	7.16	7.56
Area 2	3.16	8.56
Group 9		
Area 1	7.32	7.73
Area 2	3.32	8.73
Group 10		
Area 1	7.48	7.90
Area 2	3.48	8.90
Group 10A		
Area 1	7.56	7.98
Area 2	3.56	8.98
Group 11		
Area 1	7.66	8.09
Area 2	3.66	9.09

Group 11A

Area 1	8.44	8.91
Area 2	9.44	9.91
FOREMEN		
Area 1	7.88	8.32
Area 2	8.88	9.32

11.01.00 Sub-		
Rented	Old Rate	New Rate
Equip.	7-1-70	7-1-71
	\$11.00/day	\$12.00/day

Fringes		
	Old	New
	1-1-71	7-1-71
Health & Welfare	40c	45c
	7-1-70	7-1-71
Pensioned Health & Welfare	3c	5c
Pension	50c	75c
	1-1-71	7-1-71
Affirmative Action	16c	21c
Vacation & Holiday Pay	40c	45c

NOTE: Nevada Steel Fabricators & Erectors new Fringe benefit rates, the same as above, are effective July 1, 1971.

UTAH AGC

Wages		
	Old 12-27-70	New 7-1-71
Group 1		
Area 1	\$5.17	\$5.49
Area 2	6.17	6.49
Group 2		
Area 1	5.38	5.72
Area 2	3.38	6.72
Group 3		
Area 1	5.68	6.03
Area 2	3.68	7.03
Group 4		
Area 1	5.82	6.18
Area 2	3.82	7.18
Group 4A		
Area 1	5.90	6.27
Area 2	6.90	7.27

See WAGE CHANGES Page 3

Local 3 Again Tops Industry Bargaining

By KEN ERWIN

Bucking the "roughest negotiations in 15 years" and a Nixon created Wage Stabilization Committee dedicated to the principle that "high construction wages are the evil genius of this nation's inflation," Al Clem, Business Manager of the country's largest local heavy construction union, Operating Engineers Local Union No. 3, IUOE, AFL-CIO, has won his members a precedent-shattering 19.6 per cent wage and fringe benefit increase over the next two years. Although the contract is for three years, 9.7 per cent for the first year, and 9.9 per cent the second year, it can be reopened for wages at the beginning of the third year at the request of the union.

Approval of the Local Union 3 contract marked the first action of the Construction Industry Wage Stabilization Committee (CIWSC) on recently completed negotiations for most crafts in the Northern California construction industry.

Although the pact gained approval of management and the lower echelon Operating Engineers Craft Dispute Board, there was some doubt that the Stabilization Committee, who had recently announced a hard line on construction wage increases, would approve the package, since the range of approval had been from six per cent to 8.8 per cent with a median on six agreements hitting seven per cent.

"We think it is a good contract, and the members agree with us," said Clem, who pointed out that an almost unanimous ratification had followed the July semi-annual membership meeting and a series of

ratification meetings throughout Northern California last week.

Clem, who in support of his negotiations recently presented to Congressional and Administrative leaders a unique productivity-to-wage related report, a report that bids to become a standard for other construction unions, had high praise for the negotiating team and union researchers who "made such an important contribution toward making this contract a reality."

The negotiating committee for the union included Clem, Chairman; Paul Edgecombe, President; Dale Marr, Vice President; Tom Stapleton, Recording - Corresponding Secretary; Don Kinchloe, Treasurer; Buck Hope, Financial Secretary and a supporting negotiating committee made up of other officers and district representatives.

Manning tables and wage and fringe increases can be found beginning on page two.

Local 3 Sponsored

State Resolution Would Dislodge Highway Funds

A State Senate Joint Resolution - No. 32 - relative to federal-aid highway funds has been passed and sent forward to the President and the Congress of the United States.

The Resolution, originated by Local Union No. 3, was introduced by Senators Short, Alquist, Carrell, Collier, Coombs, Cusanovich, Dills, Dymally, Gregorio, Holmdahl, Marks, Rodda, Schrade, Song, Stierm, Teale, Walsh and Zenovich and stresses the need for the immediate release of funds held in the Federal Highway Trust Fund for highway construction.

WHEREAS, The federal government now maintains a balance in excess of \$3 billion in the Highway Trust Fund and this surplus is scheduled to reach nearly \$5 billion by 1973; and

WHEREAS, These funds are obtained by federal taxes on gasoline and other automobile-related taxes; and

WHEREAS, The state highway system has serious deficiencies totaling \$13 billion; and

WHEREAS, The construction industry in California is in a seriously depressed state with unemployment among construction workers recently reaching 17 percent; and

WHEREAS, The release of federal highway funds would benefit California by relieving unemployment, aiding the construction industry and alleviating serious highway deficiencies; now, therefore, be it

Resolved by the Senate and

Assembly of the State of California, jointly, That the Legislature of the State of California respectfully memorializes the President and the Congress of the United States to immediately

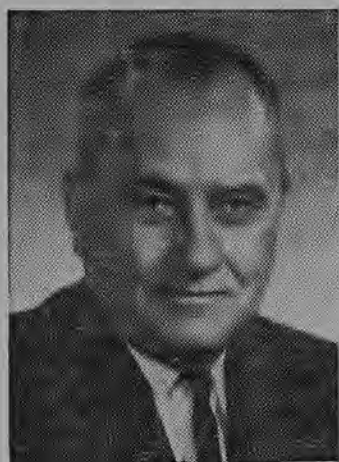
(See HIGHWAY FUNDS P. 16)

ELECTION COMMITTEE

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

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

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



Collectively Speaking with Al Clem

At the outset I would like to apologize to the members for the late issue of your July paper. This was due to the delay in completing our negotiations with the Employers engaged in the construction industry in Northern California, namely the A.G.C., E.G.C.A., Piledriving Contractors, Steel Erecting Contractors, etc. Our negotiations consisted of a series of 25 meetings and some of them going into the night.

After having arrived at a Memorandum of Agreement with the Employers, it was necessary that we submit it to the Construction Industry Stabilization Committee. In order to expedite the approval of the agreement, Warren Mendel, representing the E.G.C.A. and myself went to Washington, D.C., with a letter signed by Richard Munn, Executive Director of the A.G.C. and submitted it to the Industry Craft Board. The proposal was concurred in unanimously which meant it had to go before the Construction Industry Wage Stabilization Committee for their final approval. In the interim, after having it approved by the Craft Board, we felt confident that the Construction Industry Stabilization Committee would concur in their recommendations.

Inasmuch as this was a real tough negotiation being that we not only had to negotiate with the Employers, we had to be extremely cautious that we could arrive at a contract that would be approved by the Stabilization Committee.

As you know we have just recently conducted a series of ratification meetings being held throughout the territorial jurisdiction of Local 3 in California where we conducted two (2) meetings a night for five (5) nights. The contract was ratified by an overwhelming majority of the membership in attendance.

The explanation of the contract and the wage scales and fringe benefits were furnished as they appear in this issue of the paper, and the financial standing of your Local Union was presented to those members in attendance.

There has been a change in the dues structure and I would pass this on to those who wish to pay dues for a 12 month period. If they avail themselves of this opportunity, they may do so by paying same prior to October 1, 1971, at the old rate.

We have now had approval of the contract by the Construction Industry Stabilization Committee so the new wages will be effective as of June 16.

We are endeavoring to get the agreement printed in its entirety in booklet form for distribution to the members as soon as possible.

It is not only my opinion but the opinion of the great majority of the engineers that I talked to in the round of meetings, and evident by the vote, that those who are genuinely interested in their union thought that this was an excellent contract. Having been negotiated under the adverse conditions that we are faced with in this country today as some of the politicians think that those employed in the construction industry earn exorbitant wages and due to the activities of the birdwatchers and ecologists plus the tightness of money, we know that the annual earnings of the Operating Engineers are not what they should be. For this reason alone, I was thankful we were able to negotiate a contract without any sort of a work stoppage.

Of course, we have a thimbleful of members who were not satisfied but this being America, we do not disagree with their right to disagree with us. If you have any problems on your wages or the working conditions, contact your representatives immediately and I am sure they will be adjusted.

On behalf of myself and the Negotiating Committee, which consists of the remainder of the Officers, District Representatives and some Business Representatives, I would like to thank the members for being so patient and supporting us so well.

In addition to these negotiations, of course, you know that we had approximately 400 members on the bricks due to the copper strike. These members were employed by Kennecott at Bingham Canyon, Utah.

(See MORE CLEM Page 16)

Key Sections in New Contract

(Continued from Page 1)

EMPLOYEES, CLASSIFICATIONS, MANNING, AND WAGE RATES

01.02.00. On all work bid or negotiated prior to August 1, 1971, the terms and conditions of subsistence contained in Section 8 of the 1968-71 Master Agreement as set forth in Appendix C hereof shall apply, and Area 1 wage rates and classifications set forth in 01.03.00 shall apply.

01.02.01. The conditions of 01.02.02 through 01.02.06 shall apply to all work bid or negotiated after August 1, 1971.

01.02.02. Area Definitions, Section 24.00.00 provides a description of Areas 1 and 2 based upon Township and Range lines. The Area 2 wage, as set forth in Section 01.03.00, shall be paid in all areas of California not included in Area 1.

01.02.03. If all compensable time is spent by any Employee in Area 1, he shall be paid the Area 1 rate.

01.02.04. If two (2) or more hours of compensable time (straight or overtime) on any shift are spent by an Employee in Area 2, he shall be paid the Area 2 rate for the entire day.

01.02.05. The Employees employed by an Individual Employer in a permanent yard or shop or plant and Employees employed by an Individual Employer on residential construction projects (not camps), subdivisions, buildings of three (3) stories or less including utilities and site work related to these buildings, streets, roadways and utilities which are a part of a residential construction project located within Area 2 shall be paid the Area 1 Wage Rate.

01.02.06. If all Employees on a job or project are transported by the Employer from a permanent plant, yard or shop located in Area 1 to work in Area 2 and transported back to the same permanent yard or shop in Area 1, all on the same day, on the Employer's time, said Employees shall be paid the Area 1 Wage Rate.

01.03.00 Classifications, Manning and Rates.

Classifications:

Straight Time Hourly Wage Rate
Effective Dates

GROUP 1 (9 classifications)

	6-16-71	1-1-72	6-16-72	1-1-73
Area 1	\$6.15	\$6.23	\$6.63	\$6.71
Area 2	\$7.28	\$7.36	\$7.76	\$7.84
(0913) Brakeman; (2173) Deckhand; (2863) Fireman; (3373) Heavy Duty Repairman Helper; (5173) Oiler; (7123) Signalman; (7673) Switchman; (7763) Tar Pot Fireman. All of the above are Assistants to Engineer. (5383) Partsman (Heavy Duty repair shop parts room).				

GROUP 2 (10 classifications)

	6-16-71	1-1-72	6-16-72	1-1-73
Area 1	\$6.41	\$6.49	\$6.91	\$6.99
Area 2	\$7.54	\$7.62	\$8.04	\$8.12
(1481) Compressor Operator; (1661) Concrete Mixer (up to and including 1 yard); (1901) Conveyor Belt Operator (tunnel); (2893) Fireman Hot Plant; (3701) Hydraulic Monitor; (1871) Mechanical Conveyor (handling building materials); (4843) Mixer Box Operator (concrete plant); (6041) Pump Operator; (7523) Spreader Boxman (with screeds); (7793) Tar Pot Fireman (power agitated).				

GROUP 3 (12 classifications)

	6-16-71	1-1-72	6-16-72	1-1-73
Area 1	\$6.56	\$6.65	\$7.08	\$7.16
Area 2	\$7.69	\$7.78	\$8.21	\$8.29
(0853) Box Operator (bunker); (3511) Helicopter Radioman (signalman); (4271) Locomotive (Assistant to Engineer required); (4931) Motorman; (6311) Rodman or Chainman; (6401) Ross Carrier (construction jobsite); (6451) Rotomist Operator; (6791) Screedman (except asphaltic concrete paving); (6851) Self-propelled, Auto-				

Operating Engineers

Turn to ULLICO Plan

Field Representative Don Knight of the San Francisco Office of Union Labor Life Insurance Co. has announced that the company was awarded the Operating Engineers Health and Welfare Trust Fund for Northern California. With C. W. Sweeney and Martin E. Segal Company as consultants, this plan provides 6,500 members and their dependents with life insurance and a complete program of health insurance coverage.

ENGINEERS NEWS

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

matically Applied Concrete Curing Machine (on streets, highways, airports and canals); (8371) Trenching Machine - Maximum digging capacity 3 ft. depth (any assistance in the operation if needed, shall be performed by an Assistant to Engineer); (5183) Truck Crane Oiler (Assistant to Engineer); (8541) Tugger Hoist, single drum.

GROUP 4 (12 classifications)

	6-16-71	1-1-72	6-16-72	1-1-73
Area 1	\$6.99	\$7.08	\$7.53	\$7.62
Area 2	\$8.12	\$8.21	\$8.66	\$8.75
(0391) Ballast Jack Tamper; (0401) Ballast Regulator; (0431) Ballast Tamper Multi-purpose; (0881) Boxman (asphalt plant); (2581) Elevator Operator (inside); (2981) Fork Lift or Lumber Stacker (construction jobsite); (4061) Line Master; (4391) Lubrication & Service Engineer (Mobile and Grease Rack); (4541) Material Hoist (1 drum); (7031) Shuttlecar; (7821) Tie Spacer; (7911) Towermobile.				

GROUP 5 (8 classifications)

	6-16-71	1-1-72	6-16-72	1-1-73
Area 1	\$7.15	\$7.24	\$7.70	\$7.79
Area 2	\$8.28	\$8.37	\$8.83	\$8.92
(1511) Compressor Operator (2 to 7); (1691) Concrete Mixers (over 1 yard); (1781) Concrete Pumps or Pumcrete Guns; (3131) Generators (100 k.w. or over); (3241) Grouting Machine Operator; (5981) Press-Weld (air operated); (6071) Pumps (2 to 7); (8921) Welding Machines (powered other than by electricity) (2 to 7)				

GROUP 6 (22 classifications)

	6-16-71	1-1-72	6-16-72	1-1-73
Area 1	\$7.25	\$7.34	\$7.81	\$7.90
Area 2	\$8.38	\$8.47	\$8.94	\$9.03
(0611) BLH Lima Road Pactor or similar; (0761) Boom Truck or Dual Purpose A-Frame Truck; (1601) Concrete Batch Plants (wet or dry); (1841) Concrete Saws (self-propelled unit) on streets, highways, airports, and canals; (2441) Drilling and Boring Machinery, Vertical and Horizontal (not to apply to waterliners, wagon drills or jackhammers) (Assistant to Engineer required); (3221) Gradsetter, Grade Checker (mechanical or otherwise); (3611) Highline Cableway Signalman; (4301) Locomotives (steam or over 30-ton) (Assistant to Engineer required); (4451) Maginnis Internal Full Slab Vibrator (on airports, highways, canals and warehouses); (4631) Mechanical Finishers (concrete) (Clary, Johnson, Bidwell Bridge Deck or similar types); (4641) Mechanical Burn, Curb and/or Curb and Gutter Machine, Concrete or Asphalt; (5741) Portable Crushers; (5781) Post Driver (M1500 and similar); (5861) Power Jumbo Operator (setting slip forms, etc., in tunnels); (6341) Roller; (6821) Screedman (Barber-Greene and similar) (Asphaltic concrete paving); (6911) Self-Propelled Compactor (single engine); (7001) Self-Propelled Pipeline Wrapping Machine (Perault CRC or similar types); (7041) Self-Propelled Power Sweepers Operator; (7241) Slip-Form Pumps (lifting device for concrete forms); (7301) Small Rubber-Tired Tractors; (7611) Surface Heater.				

GROUP 7 (26 classifications)

	6-16-71	1-1-72	6-16-72	1-1-73
Area 1	\$7.36	\$7.46	\$7.94	\$8.04
Area 2	\$8.49	\$8.59	\$9.07	\$9.17
(1611) Concrete Conveyor or Concrete Pump Truck or Equipment mounted (Assistant to Engineer when required) Boom length to apply; (1621) Concrete Conveyor, Building site (any assistant shall be an Employee covered by this Agreement); (2111) Deck Engineers; (2471) Dual Drum Mixer (Assistant to Engineer required); (3101) Fuller Kenyon Pump and similar types; (3111) Gantry Rider (or similar equipment); (3711) Hydra-Hammer or similar; (3761) Instrument Man; (3791) Journeyman				

(See KEY SECTIONS Page 3)



Published each month by Local Union No. 3 of the International Union of Operating Engineers (No. California, No. Nevada, Utah, Hawaii, Guam) - Subscription price \$2.50 per year.

Office: 474 Valencia St., San Francisco, Ca. 94103

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TOP WINNERS of Local Union No. 3's Annual Scholarship Awards, Anne-Marie Gallegos and Anthony Santos receive \$500.00 checks and gold embossed plaques from San Jose Mayor Norman Mineta. At left is Local 3 Executive Board Member Al Perry, while at the far right is Local Union 3 President Paul Edgcombe.

Key Sections in New Contract

(Continued from Page 2)

Trainee (refer to 07.11.00); (4571) Material Hoist (2 or more drums); (4691) Mechanical Finishers or Spreader Machine (asphalt, Barber-Greene and similar) (Screedman required); (4751) Mine or Shaft Hoist; (4901) Mixermobile; (5501) Pavement Breaker with or without Compressor combination; (5531) Pavement Breaker, Truck Mounted, with Compressor combination (Assistant to Engineer driver required); (5621) Pipe Bending Machine (pipe lines only); (5651) Pipe Cleaning Machine (Tractor propelled and supported); (5681) Pipe Wrapping Machine (Tractor propelled and supported); (6131) Refrigeration Plant; (6381) Roller Operator (Finish Asphalt); (6881) Self-Propelled Boom-Type Lifting Device (Center Mount) (10 ton capacity or less m.r.c.); (6971) Self-Propelled Elevating Grade Plane; (7271) Slusher Operator; (7431) Small Tractor (with boom); (7491) Soil Tester; (8511) Truck Type Loader.

GROUP 8 (26 classifications)

	6-16-71	1-1-72	6-16-72	1-1-73
Area 1	\$7.66	\$7.76	\$8.26	\$8.36
Area 2	\$8.79	\$8.89	\$9.39	\$9.49

(0161) Armor-Coater (or similar) (Two Operator and One Assistant to Engineer required); (0191) Asphalt Plant Engineer; (1121) Cast-in-Place Pipe Laying Machine; (1451) Combination Slusher and Motor Operator (1571) Concrete Batch Plant (multiple units); (2361) Dozer; (3301) Heading Shield Operator; (3401) Heavy Duty Repairman, and/or Welder; (3821) Ken Seal Machine (or similar); (3941) Kolman Loader (Assistant to Engineer required on two (2) or more); (4091) Loader (up to 2 yards); (4721) Mechanical Trench Shield; (5771) Portable Crushing and Screening Plant (Assistant to Engineer required); (6081) Push Cat; (6501) Rubber Tired Dozer; (6481) Rubber Tired Earthmoving Equipment (up to and including 45 cu. yds. "struck" m.r.c., Euclids, T-Pulls, DW-10, 20, 21 and similar); (7011) Self-Propelled Compactor with Dozer; (7021) Sheepfoot; (7841) Timber Skidder (Rubber Tired or similar equipment); (7931) Tractor drawn Scraper; (7941) Tractor; (8391) Trenching Machine (Assistant to Engineer required); (8421) Tri-Batch Paver (Assistant to Engineer required); (8601) Tunnel Mole Boring Machine Operator (any assistance in the operation, if needed, shall be performed by an Assistant to Engineer); (8881) Welder; (9051) Woods-Mixer (and other similar Pugmill equipment).

GROUP 9 (8 classifications)

	6-16-71	1-1-72	6-16-72	1-1-73
Area 1	\$7.83	\$7.93	\$8.44	\$8.54
Area 2	\$8.96	\$9.06	\$9.57	\$9.67

(1001) Canal Finger Drain Digger (Assistant to Engineer required) (in addition to the above there shall be one (1) Group 7 Operator); (1241) Chicago Boom; (1391) Combination Mixer and Compressor (gunite); (1421) Combination Slurry Mixer and/or Cleaner; (3521) Highline Cableway (5 tons and under); (5531) Lull Hi-Lift or similar (20 ft. or over); (5111) Mucking Machine (Assistant to Engineer when required; (rubber-tire, rail or track type)) (8061) Tractor (with boom) (D-6 or larger, and similar).

GROUP 10 (28 classifications)

	6-16-71	1-1-72	6-16-72	1-1-73
Area 1	\$7.98	\$8.08	\$8.60	\$8.70
Area 2	\$9.11	\$9.21	\$9.73	\$9.83

(0791) Boom-type Backfilling Machine (Assistant to Engineer required); (0941) Bridge Crane; (1091) Carry-Lift (or similar); (1181) Chemical Grouting Machine (Assistant to Engineer required); (1301) Chief of Party; (1361) Combination Backhoe and Loader (up to and including 1/2 cu. yd. m.r.c.); (2261) Derricks (2 operators required when swing engine remote from hoist); (2291) Derrick Barges (except excavation work) (deck engineer and Assistant to Engineer required); (2351) Do-More Loader and Adams Elegrader; (2561) Elevating Grader Operator; (3461) Heavy Duty Rotary Drill Rig (including caisson foundation work and Robbins type drills) (Assistant to Engineer required); (3851) Kcehring Skooper (or similar) (Assistant to Engineer required); (4031) Lift Slab Machine (Vagtborg and similar types); (4151) Loader (2 yards up to and including 4 yards); (4331) Locomotive (over 100 tons) (single or multiple units) (Assistant to Engineer required); (5051) Multiple Engine Earthmoving Machine (Euclids, Dozers, etc.) (no tandem scraper); (6011) Pre-Stress Wire Wrapping Machine; (6241) Reservoir-Debris Tug (Self-Propelled Floating); (6471) Rubber-Tired Scraper, Self-Loading (paddle wheels, etc.); (7061) Shuttle Car (Reclaim Station); (7161) Single Engine Scraper over 45 yards; (7461) Soil Stabilizer (P & H or equal) (7581) Sub-grader (Gurries or other automatic type) (Assistant to Engineer required); (8121) Tractor, Compressor Drill Combination (Assistant to Engineer required); (8301) Track laying type earth moving machine (single engine with tandem scrapers); (8331) Train Loading Station; (8841) Vacuum Cooling Plant; (9001) Whirley Crane (up to and including 25 tons).

GROUP 10-A (10 classifications)

	6-16-71	1-1-72	6-16-72	1-1-73
Area 1	\$8.07	\$8.17	\$8.69	\$8.79
Area 2	\$9.20	\$9.30	\$9.82	\$9.92

(0351) Backhoe (hydraulic) (up to and including 1 cu. yd. m.r.c.) (Assistant to Engineer required); (C371) Backhoe (cable) (up to and including 1 cu. yd. m.r.c.) (Assistant to Engineer required); (1331) Combination Backhoe & Loader over 1/2 cu. yd. m.r.c. (Assistant to Engineer required when used as a backhoe); (1851) Continuous Flight Tie Back Auger (up to and including 1 cu. yd.) (Crane attached) (Two (2) operators); (1961) Cranes (not over 25 tons hammerhead and gantry) (Assistant to Engineer required); (3171) Grade-alls (up to and including 1 cu. yd.) (Assistant to Engineer required); (5801) Power Blade Operator (single engine); (5891) Power Shovels, Clamshells, Draglines, (up to and including one (1) cu. yd. m.r.c.) (Assistant to Engineer required) (Long Boom pay); (6891) Self-Propelled Boom-Type Lifting Device (Center Mount) (over 10 tons) (Assistant to Engineer required when Boom is extended over 35 ft.); (6901) Self-Propelled Boom-Type Lifting Device (Center Mount) (over 15 tons) (Assistant to Engineer required).

See KEY SECTIONS Page 4)

Some Work Moving In East Bay Section

By DON KINCHLOE
Treasurer & Dist. Rep.

By TOM CARTER
WEST CONTRA COSTA

By PAUL WISE
EASTERN ALAMEDA, LOWER WESTERN CONTRA COSTA COUNTIES

The weather and the work load in this area is starting to improve somewhat, but still not up to the seasonal level. Gallagher and Burke are keeping a few brothers busy around the Moraga area on some county flood control work. Hahn Co. has a few brothers working in Dublin on the Apex Corp. industrial site.

Elliott and Scott received the million-yard job in Rossmore World of Leisure at Walnut Creek, with Rodoni and Sons moving the dirt. This looks like a good job for about 6 months duration with 20 engineers at peak.

J and M Inc. picked up a \$154,300 sewer job from the City of Berkeley. O. C. Jones is still working pretty steady out in Crow Canyon on the Alameda County project. Polich Benedict Contractors is doing the \$2,107,000 one mile section of the Grove-Shafter Freeway (State Route 24) between Golden Gate Ave. undercrossing and the Warren Freeway. The project includes completion of four eastbound lanes on Route 24 near Lake Temescal, and a frontage road to serve Temescal Regional Park. The work is expected to be completed in August, 1972.

The surveying and testing firms are going at a good pace and keeping a lot of our brothers working. Murry McCormick, Bissell and Karn, Ben Ferguson, MacKay and Soms, Bryan and Murphy Testing Engineers, Woodward and Lundgren, Gribaldo-Jones and Testing And Controls, doing the majority of the work in these fields at this particular time.

Now that we're into the middle of summer and with all the hot weather, we're sure our retired brother engineers are taking advantage of the cool rivers and lakes and catching a mess of "um." Lots of luck and we're all looking forward to seeing you brothers at the August 12th district meeting.

In the past month the work in the area has picked up slightly. Most of this has been in the Grading and Paving line and it looks like this trend will continue through the summer and fall.

Syar and Harms have just completed a good size housing unit for Silver Development in Pinole and are starting on another in the same area. This second unit will consist of about two hundred thousand yards of dirt plus the underground and the streets.

M. W. Kellogg Co. has a large crew working on their job at the Standard Oil Refinery in Richmond. This job is on schedule and should keep this crew busy until the end of September of this year.

Elliot and Scott Construction has just started a large subdivision job in Martinez. This unit is located in the hills off Alhambra Blvd. and will be a heavy dirt job. This same company has several other jobs in the area.

JUST A REMINDER BROTHERS, the Oakland Blood Bank is again in need of donations.

By HERMAN EPPLER
SOUTHERN ALAMEDA COUNTY

Piombo Construction Co. on Hwy. 50 in the Livermore area are paving with the asphalt crew at this time. Most of the underground is complete and Dan Caputo has nearly completed building the bridges on this job.

Also in the Livermore area we have several housing projects and Teichert is doing a small widening project on Stanley Blvd. at the west end of town.

Stolte is building the new club house at Castlewood Country Club. They have the floor down and will start up with the walls this month. The new unit will replace the club house that burned last year.

Most of the plants in the area are in full swing now. Kaiser at Pleasanton are opening some new ground and building some levees at their setting ponds. Rhodes and Jamison have built a new conveyor from the pit area to the crush-

See EAST BAY Page 16

Wage Changes Now Due

		(Cont. from Page 1)			
		Old	New	Old	New
		7-5-70	7-4-71	7-5-70	7-4-71
GROUP 5				Group 11A	
Area 1	5.90	6.27	Area 1	8.05	8.55
Area 2	6.90	7.27	Area 2	9.05	9.55
Group 6			Group 11B		
Area 1	6.27	6.66	Area 1	8.41	8.93
Area 2	7.27	7.66	Area 2	9.41	9.93
Group 7			NOTE: Commencing June 15, 1971, Utah Steel & Tank Erectors wages shall be the same as those negotiated between the Union and the Employers in Northern California. Commencing July 1, 1971, Utah Piledrivers wages shall be the same as those negotiated between the Union and the Employers in Northern California.		
Area 1	6.38	6.78			
Area 2	7.38	7.78			
Group 7A					
Area 1	6.48	6.88			
Area 2	7.48	7.88			
Group 8					
Area 1	6.71	7.13			
Area 2	7.71	8.13			
Group 8A					
Area 1	6.76	7.18			
Area 2	7.76	8.18			
Group 9					
Area 1	6.81	7.23			
Area 2	7.81	8.23			
Group 10					
Area 1	6.94	7.37			
Area 2	7.94	8.37			
Group 11					
Area 1	7.29	7.74			
Area 2	8.29	8.74			

Fringes

	Old	New
	7-5-70	7-4-71
Health & Welfare 39c	12-27-70	7-4-71
Affirmative Action 7c	7-5-70	7-4-71
Vacation & Holiday Pay	20c	25c

Labor Looking Glass Key Sections in New Contract

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

Members are still proving that they realize the necessity for SELFEC, and contributions and letters are continuing to come in. They are all appreciated.

For brothers who authorized voluntary contributions to SELFEC by deductions from their Credit Union share accounts, this is to let you know that the contribution deductions will be made on or around August 1, 1971.

Some of our brothers are writing that they would be willing to contribute if they knew what candidates are being endorsed. SELFEC funds will support candidates who are seeking federal office and who have been endorsed by the Local 3 Executive Board. It is the candidate, the man himself, regardless of party affiliation. More generally Democratic candidates are supported, but a good Republican candidate who supports the goals of the working man also receives our endorsement.



T. J. Stapleton

Business Manager Al Clem, Chairman of the Negotiating Committee for the Master Construction Industry Agreement for Northern California, has reported to you on the negotiations, but let me add that in my opinion this just completed negotiations was, without a doubt, the roughest, toughest negotiations of Local 3 past or present.

The AGC Negotiating Committee was one of the most informed and intelligent that we have ever dealt with, and very aggressive. As Al told you, most of the time was spent by us in protecting our existing working conditions. It was obvious that the AGC felt that they had the government supporting them on wages, and as a result they concentrated most of their efforts on trying to take away from us working conditions.

Out of the 25 full days that we negotiated, for every hour spent in those negotiation meetings, it took approximately 3 hours of backup preparation work. On July 10, the day of the special meeting and the Semi-Annual, we completed the contract set-up around 12:30 p.m. that day, and the contract had to be taped and put on view screen for the members who saw and heard it a few hours later at the meeting. This is the reason we were a little late at the meeting, and we thank you brothers for your patience in waiting.

So there you have it—we had to fight to protect our hard-won working conditions and rights in the master agreement, and SELFEC will fight for federal candidates who will back the working man and his goals.

We Get Letters!

July 16, 1971

Mr. Bill Raney
Operating Engineers Local #3
1527 South "B" Street
San Mateo, California

Dear Bill:

On Saturday, August 14, there will be a blood drive held at the Palo Alto Elks Club on El Camino (next door to Rickey's Hyatt House) from 8:00 a.m. to 1:00 p.m.

All blood donated will be used to replace blood used by Verne Freeman in his recent hospitalization for a broken leg.

As you know, Verne is a hemophiliac, and obviously, his blood replacement requirements are extensive. It looks like we will have to replace approximately 500 pints in the next year, so we have our job cut out for us.

We would like to ask you to help us in this drive by asking your members to donate blood on August 14. The Elks have graciously allowed us to use their facilities at that time.

If any of your people wish to donate, all they have to remember is not to have anything but black coffee 4 hours before donating. Coffee, juice and donuts will be provided after the donation. No appointment is necessary; twelve beds will be provided so anyone should move right through without delay.

Whatever you can do to help us will certainly be appreciated. If you can give me an idea of how many there will be, that also will help us in expediting the procedure.

Thank you for any help you can give us.

Very truly yours,
FREEMAN-SONDGRUTH
CONSTRUCTION CO.
Ted C. Holmes
Vice President

Dear Sir:

Having spent eleven weeks at Rancho Murieta Training Center, I want to express my appreciation for the training center and the reason I appreciate it so much. I appreciate the smoothness and high morale of the center which can easily be attributed to Mr. Whitaker, who does a very capable job; every trainee whom I talked to during my eleven weeks there praised Mr. Whitaker highly.

Every instructor there was not only willing but capable of answering my every question, they demonstrated extreme patience, exceeding far beyond my expectations.

I take this opportunity to express my appreciation to you for making such a training center available for me and my brother operators who are striving to improve our work. Because of your capability and willingness to help us I extend my whole hearted gratitude.

Sincerely,
G. Dudley Stout
San Jose, Cal.

(Continued from Page 3)
GROUP 11 (22 classifications)

	6-16-71	1-1-72	6-16-72	1-1-73
Area 1	\$8.19	\$8.30	\$8.83	\$8.94
Area 2	\$9.32	\$9.43	\$9.96	\$10.07
(0311) Automatic Concrete Slip Form Paver Grader, Screedman and Assistant to Engineer required; (0341) Automatic Railroad Car Dumper; (0971) Canal Finger Drain Backfiller (Assistant to Engineer required) (in addition to the above there shall be two (2) Group 7 Operators) (1031) Canal Trimmer (Two (2) Assistants to Engineer required); (1041) Canal Trimmer with ditching attachments (Two (2) Operators, One (1) Grader, Two (2) Assistants to Engineer); (1991) Cranes (over 25 tons up to and including 125 tons) (Assistant to Engineer required); (1861) Continuous Flight Tie Back Auger over 1 cu. yd. (including crane); (Two (2) Operators); (2481) Drott Travelift 650-A-1 or similar (45 ton or over) (Assistant to Engineer when required); (3551) Highline Cableway (over 5 tons); (4211) Loader (over 4 yds., up to and including twelve (12) cu. yds.); (5821) Power Blade Operator (multi-engine); (5921) Power shovels, Clamshells, Draglines, Backhoes, Gradealls, (over 1 yd. and up to and including 7 cu. yds., m.r.c.) (Assistant to Engineer required) (Two (2) Assistants to Engineer required on 120-B similar or larger) (Long Boom pay); (6491) Rubber Tired earth moving machines (multiple propulsion power units and two or more scrapers) (up to and including 75 cu. yds. "struck" m.r.c.); (6941) Self-Propelled Compactor (with multiple propulsion power units) (7151) Single Engine Rubber Tired Earthmoving Machines (with tandem scrapers); (7211) Slip Form Paver (concrete or asphalt) (One (1) Operator and Two (2) Screedmen); (7731) Tandem Cats; (7881) Tower Cranes Mobile (Assistant to Engineer required); (8361) Trencher (Pulling attached shield) (Assistant to Engineer required); (8721) Universal Liebherr and Tower Cranes (and similar types in the erection, dismantling and moving of equipment there shall be an additional Operating Engineer at Group 8 rates); (8961) Wheel Excavator (up to and including 750 cu. yds. per hour) (Assistant to Engineer required); (9011) Whirley Crane (over 25 tons).				

GROUP 11-A (6 classifications)

	6-16-71	1-1-72	6-16-72	1-1-73
Area 1	\$9.00	\$9.12	\$9.70	\$9.82
Area 2	\$10.13	\$10.25	\$10.83	\$10.95
(0461) Band Wagons (in conjunction with Wheel Excavator); (1951) Cranes (over 125 tons) (Assistant to Engineer required); (4221) Loader (over 12 cu. yds., up to and including 18 cu. yds.); (5951) Power Shovels and Draglines (over 7 cu. yds., m.r.c.) (Assistant to Engineer required; an additional Assistant to Engineer is required if the Shovel or Dragline is electrically powered) (Long Boom pay); (6521) Rubber Tired Multi-Purpose Earth Moving Machines (Two (2) units over 75 cu. yds. "struck" m.r.c.); (8991) Wheel Excavator (over 750 cu. yds. per hour) (Two (2) Operators and One (1) Assistant to Engineer required; any additional assistance shall be by Assistant to Engineer).				

GROUP 11-B (1 classification)

	6-16-71	1-1-72	6-16-72	1-1-73
Area 1	\$9.20	\$9.32	\$9.92	\$10.04
Area 2	\$10.33	\$10.45	\$11.05	\$11.17
(4231) Loader (over 18 cu. yds.)				

GROUP 11-C (2 classifications)

	6-16-71	1-1-72	6-16-72	1-1-73
Area 1	\$9.42	\$9.54	\$10.15	\$10.27
Area 2	\$10.55	\$10.67	\$11.28	\$11.40
(3491) Operator of Helicopter (when used in erection work); (6231) Remote controlled earthmoving equipment (no one operator shall operate more than two (2) pieces of earthmoving equipment at one time).				

GROUP 11-B (1 classification)

	6-16-71	1-1-72	6-16-72	1-1-73
Area 1	\$9.20	\$9.32	\$9.92	\$10.04
Area 2	\$10.33	\$10.45	\$11.05	\$11.17
(4231) Loader (over 18 cu. yds.)				

GROUP 11-C (2 classifications)

	6-16-71	1-1-72	6-16-72	1-1-73
Area 1	\$9.42	\$9.54	\$10.15	\$10.27
Area 2	\$10.55	\$10.67	\$11.28	\$11.40
(3491) Operator of Helicopter (when used in erection work); (6231) Remote controlled earthmoving equipment (no one operator shall operate more than two (2) pieces of earthmoving equipment at one time).				

06.25.00. Overtime on All Work Covered by This Agreement in Areas 1 and 2. The applicable overtime rates shall apply for the shift, work covered by 02.04.00, equipment area, location and classification on Saturdays, Sundays and Holidays and all time before a shift begins and after it ends.

06.25.01. Overtime Area 1 (six (6) Bay Counties). Employees (except Employees employed on repair, maintenance and field survey work) on all work covered by this Agreement in San Francisco, Alameda, Contra Costa, San Mateo, Marin and Solano Counties shall receive double the applicable straight time rate up to and including twelve (12) hours and for all work performed before a shift begins and after it ends, and on Saturdays, Sundays and Holidays. Triple the applicable straight time rate shall be paid for all work after twelve (12) hours on any day.

Repair and Maintenance: Start up time before a shift begins and two (2) hours after the shift ends shall be one and one-half (1½) times the applicable straight time rate. Double the ap-

plicable straight time rate shall be paid for the balance of the twelve (12) hours, and triple time after twelve (12) hours. Saturdays shall be one and one-half (1½) times the applicable straight time rate up to and including eight (8) hours; double time over eight (8) up to and including twelve (12) hours; triple time after twelve (12) hours. Sundays and Holidays shall be double the applicable straight time rate up to and including twelve (12) hours and triple time after twelve (12) hours.

Survey Work: One and one-half (1½) times the applicable straight time rate shall be paid for all time over eight (8) hours up to and including ten (10) hours; double time after ten (10) hours up to and including twelve (12) hours; triple time after twelve (12) hours. Saturdays shall be at one and one half (1½) the applicable straight time rate up to and including eight (8) hours; double time after eight (8) hours; triple time after twelve (12) hours. Sundays and Holidays shall be double the applicable straight time rate up to and including twelve (12) hours and triple time after twelve (12) hours.

06.25.02. Overtime Area 1 (excluding six (6) Bay Counties). Employees (except Employees employed on repair, maintenance, field survey work and in permanent plans) on all work covered by this Agreement in Area 1 other than the counties set forth in 06.25.01 above shall receive one and one-half (1½) the applicable straight time rate up to and including ten (10) hours of work, and double the applicable straight time rate thereafter up to and including twelve (12) hours and thereafter triple time. Overtime shall be paid at the applicable rate for all work performed before a shift begins and after it ends. For all Saturday work one and one-half (1½) the applicable straight time rate for eight (8) hours and double the applicable straight time rate thereafter up to and including twelve (12) hours, and thereafter triple time for all work performed after twelve (12) hours. Sundays and Holidays shall be double the applicable straight time rate up to and including twelve (12) hours and triple time after twelve (12) hours.

Maintenance, Repair, Field Survey and Permanent Plants. One and one-half (1½) the applicable straight time rate up to and including twelve (12) hours and double the applicable straight time rate over twelve (12) hours shall be paid for all work before a shift begins and after it ends and on Saturdays. Double the applicable straight time rate shall be paid for all work performed on Sundays and Holidays.

06.25.03. Overtime Area 2. On all work covered by this Agreement in Area 2, Employees will be paid overtime at one and one-half (1½) times the applicable straight time rate up to and including twelve (12) hours for all work before a shift begins and after it ends and on Saturdays; Double the applicable straight time rate after twelve (12) hours. Double the applicable straight time rate shall be paid for all work performed on Sundays and Holidays.

12.00.00. FRINGE BENEFITS

12.02.00. Health and Welfare and Sick Benefits. Each Individual Employer covered by this Agreement shall pay into the Operating Engineers' Health and Welfare Trust Fund for Northern California according to the following schedule:

50 cents per hour	Effective 6-16-71
54 cents per hour	Effective 1-1-72
57 cents per hour	Effective 6-16-72
60 cents per hour	Effective 1-1-73

12.03.00. Pensioned Health and Welfare. Each Individual Employer covered by this Agreement shall pay into the Pensioned Operating Engineers' Health and Welfare Trust Fund according to the following schedule:

05 cents per hour	Effective 6-16-71
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12.04.00. Pensions. Each Individual Employer covered by this Agreement shall pay into the Operating Engineers' Pension Trust Fund according to the following schedule:

75 cents per hour	Effective 6-16-71
90 cents per hour	Effective 6-16-72
100 cents per hour	Effective 1-1-73

12.05.00. Affirmative Action. Each Individual Employer covered by this Agreement shall pay into the Operating Engineers and Participating Employers Pre-Apprentice, Apprentice, and Journeyman Affirmative Action Training Fund according to the following schedule:

14 cents per hour	Effective 6-16-71
24 cents per hour	Effective 1-1-72

12.06.00. Vacation and Holiday Pay Plan. Each Individual Employer covered by this Agreement shall pay into the Operating Engineers' Vacation and Holiday Pay Plan according to the following schedule:

55 cents per hour	Effective 6-16-71
60 cents per hour	Effective 1-1-72

(See KEY SECTIONS Page 5)

Big Zebra Farm Slated For Battle Creek Park

By KEN GREEN and
BOB HAVENHILL

SHASTA ZEBRA FARM — Cottonwood, in the heart of Shasta County's agricultural country, is going to have the "largest zebra farm in the United States" as announced by Nathan K. Mendelsohn, promoter of the Battle Creek Park. The farm will be located in the proposed

Ken Green

Battle Creek subdivision which is across the Sacramento River and east of Cottonwood. The farm is part of the promotion of the proposed subdivision and located where the public will be able to view the animals in a natural environment. Hancock, owner of the exotic game farm, said he will be stocking the farm not only with zebras but with llama, camels, dwarfed goats, miniature horses, eland, exotic deer from Europe and the Orient, and wallaby.

EXPRESSWAY JOB — A four-mile stretch of Interstate 5 expressway from North Dunsmuir to Mott Airport turnoff is slated to be widened to six lanes by the State Division of Highways in 1974. The widening project will start at the Sacramento River bridge in North Dunsmuir. The four-mile stretch of highway is presently paved with asphalt. It'll be repaved with concrete.

The total project cost estimated at \$5 million, includes construction of an asphalt surfaced frontage road, rest areas, an underpass at Prospect Avenue in North Dunsmuir and an overpass at the Mott turnoff. Estimates of the total project will take two years to complete.

Commencement of the project hinges on whether the federal government will approve the expenditure of the necessary funds. The third hand lane on each side of the widened freeway will be used exclusively by slow moving trucks on the steep grade. The frontage-diversion road will be built parallel to the west side of the Interstate 5 widening project to carry southbound traffic during construction. The diversion road will start at Prospect Avenue and run two miles to the Mott turnoff. The road will be 32 feet wide with five foot gravel shoulders on each side to store snow.

NEW BUDGET PROPOSAL — Shasta County Department of Public Works will present county supervisors with a proposed road and bridge budget which will be about 13.7% larger this year than last year. The increase will be financed by gasoline and motor vehicle tax refunds from the state and federal money. The proposed budget also includes a \$175,000 appropriation from the county's general fund for bridge construction. State sales taxes and motor vehicle license fees that residents of Shasta County paid to the state, come back to the county as a part of the road and bridge fund. Traffic violation fines that people pay the county's justice court also go into the road fund.

SHOOK BIDS LOW — A contract for upgrading the Summit City water system has awarded to Glen W. Shook Inc.

of Redding. Shook's bid of \$325,000 was the lowest of three companies. The company has 15 days to proceed with the work after contract forms have been signed and 180 days to complete the contract.

RAINS HARM HIGHWAY — H and B Investment Company which is better known as Harms Brothers has started their project, realignment of Highway 139 about one-half mile north of Susanville. At the present time the project is being hampered by unseasonable rain and traffic which is being diverted off of Highway 395. Highway 395, during the first week of June, was under four feet of water in places.

New Castle Construction Company who is moving the dirt on the college at Susanville, is running into the same problems as H and B Investments, with the unseasonable wet weather.

During the first week of June the 631's were running on slick haul roads and getting buried in the pits. Brother Bud James, foreman on the project, says if he is not fighting the lava rock, he's contending with bad weather.

Key Sections in New Contract

(Continued from Page 4)

12.07.00. Fringe Option. Each Individual Employer covered by this Agreement shall pay according to the following schedule for each hour worked or paid each Employee by an Individual Employer under this Agreement, and for each hour due such Employee as shift differential from the Individual Employer. At the option of the Local Union Executive Board, such payment shall be applied in whole or in part to the Operating Engineers' Health and Welfare Trust Fund, Pensioned Health and Welfare Trust Fund, Pension Trust Fund, Vacation and Holiday Pay Plan and Operating Engineers and Participating Employers Pre-Apprentice, Apprentice and Journeyman Affirmative Action Training Fund.

05 cents per hour Effective 6-16-72
12.07.01. Upon the exercise of such option, subject to the effective date thereof, such payments shall become a part of the Fund and shall be subject to the provisions of the Agreement applicable thereto.

12.08.00. There shall be created the California Apprentice Termination and Training Subsistence Fund, a Taft-Hartley Trust. This Fund shall provide for termination pay for persons who complete their training as an Operating Engineer Apprentice and to the extent funds are available financial assistance to Operating Engineer Apprentices in the form of travel and subsistence allowance when necessary to complete their Apprentice Training. The detailed basis on which such termination pay shall be paid and travel and subsistence allowances for training as an Apprentice allowed shall be determined by the Board of Trustees.

12.08.01. Each Individual Employer covered by

this Agreement shall pay into the Fund for each hour worked or paid each Registered Apprentice covered by this Agreement according to the following schedule:

40 cents per hour Effective 1-1-72
12.08.02. In the event an Apprentice is required to terminate his Apprenticeship by reason of an industrial accident, he shall be entitled to receive termination pay.

FOREMEN WAGE RATES—Foremen or Shifters, Heavy Duty Repairman Foremen or Master Mechanics (Heavy Duty)

	6-16-71	1-1-72	6-16-72	1-1-73
Area 1	\$8.99	\$9.11	\$9.69	\$9.81
Area 2	\$10.12	\$10.24	\$10.82	\$10.94

(a) Classifications and Rates for Steel Fabricators and Erectors

	6-16-71	1-1-72	6-16-72	1-1-73
GROUP 1	\$6.54	\$6.63	\$7.05	\$7.13

Assistant to Engineer Oiler

	6-16-71	1-1-72	6-16-72	1-1-73
GROUP 2	\$6.83	\$6.92	\$7.36	\$7.45

Compressor Operator, Rodman, Chainman, Generator, gasoline or diesel driven (100 k.w. or over), Truck Crane Oiler (Assistant to Engineer)

	6-16-71	1-1-72	6-16-72	1-1-73
GROUP 3	\$7.58	\$7.68	\$8.17	\$8.27

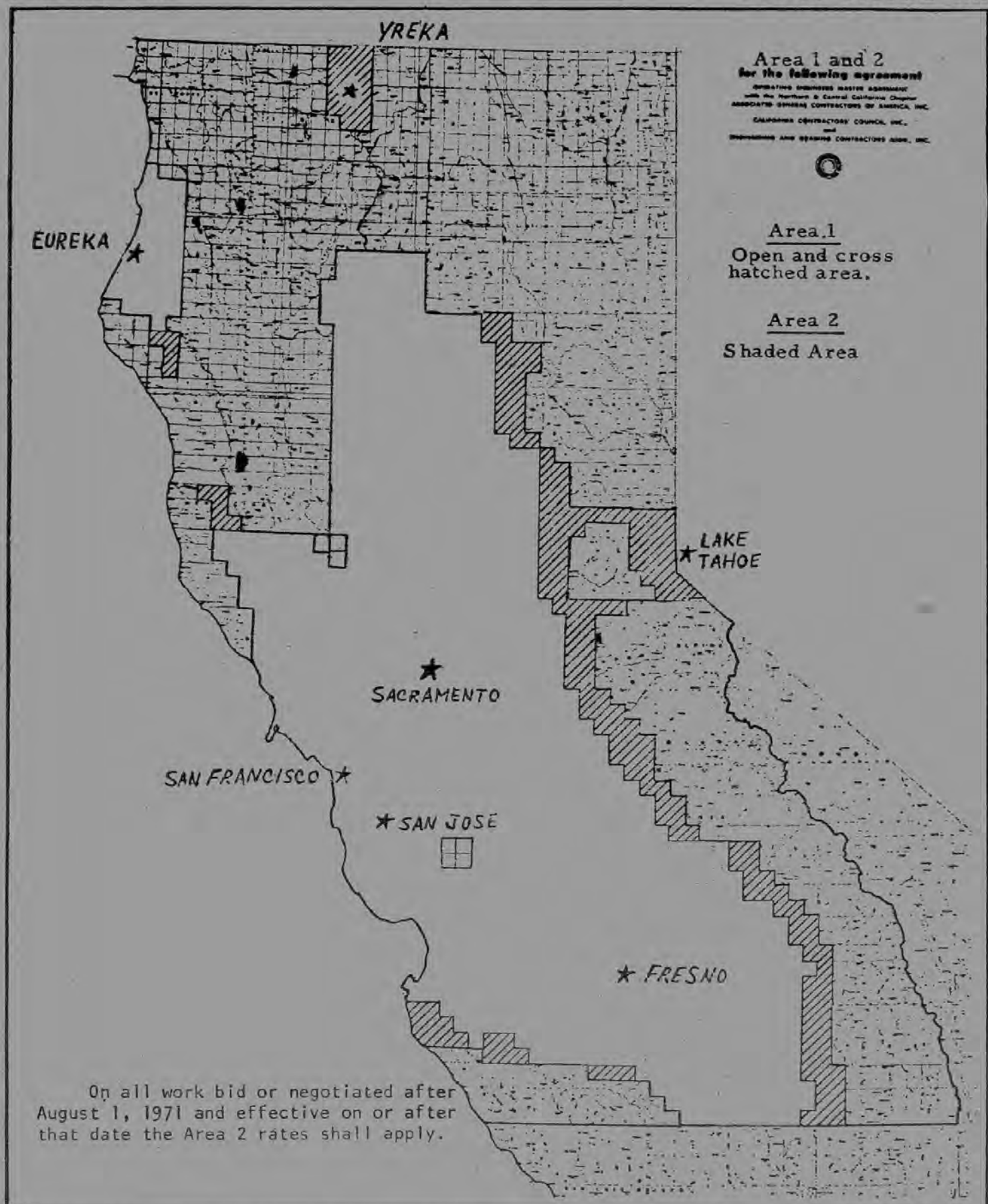
Compressors, Generators and/or Welding Machines or Combination (2 to 6) (over six (6) additional Engineers required); Deck Engineer Instrument Man; Signalman (using mechanical equipment); Fork Lift.

	6-16-71	1-1-72	6-16-72	1-1-73
GROUP 4	\$7.69	\$7.79	\$8.29	\$8.39

Heavy Duty Repairman; Tractor Operator.

(See KEY SECTIONS Page 6)

AREA WAGE MAP



Weather Hot? Weather Cold Who Ever Knows

By RAY COOPER and
GENE LAKE

FICKLE WEATHER—along with the cutback in construction funds, the Brothers here in Eureka District seem to have an additional strike against them this year, namely the weather. Even though the season should be well underway, the rain is still hampering the dirt jobs—today the dust is flying—tomorrow everyone is rained out.



Ray Cooper

PROJECTS PROGRESS—Granite Construction Company is back in full swing on their big road job at Blue Lake. Here we find approximately 100 Engineers employed. Most of the Brothers here are beginning their third season on this project. From the beginning there has been very little turn over in personnel on this job which normally indicates a good working relationship between management and labor. Sub-grade, on the western end of the project, is being prepared for base rock at this time. The asphalt plant should be arriving in the next few days at the gravel plant on Mad River. Granite is hoping to be able to open to traffic the section of new road from Blue Lake to North Fork sometime this fall.

At the South Jetty Umpqua River Navigation Co. began the monumental job of placing dolosse on June 10. So far the record number of dolosse placed in a single shift is 110. This is quite impressive as less than half this number would meet contract requirements set by the Corps of Engineers. A total of 2,100 dolosse will have to be set at the South Jetty by October.

East of Bridgeville on Hiway 36 Art Burman is having his share of problems with mud and water. Seems as though at times every rig on the job is stuck. A large underground spring in the cut is the cause of the problem.

Ray Kizer's projects at Berry Summit and Stafford are finished now. Only a little bit of cleanup, guardrail, seeding etc. remains to be done. At Summit Valley, Kizer has a little dirt left to move plus some storm damage work. Again cats and cans will be used here this summer.

Granite's Klamath Levee job should be nearly completed in a month or six weeks. Weather and the dirt core of the levee have been the obstacles on this project, but it narrows down the higher it goes now.

The Crescent City Freeway project is progressing in the finishing stages. Laying base rock and will soon be paving.

Earl Nally has been having his problems with wet material and river diversion on the North Bank Road at Smith River. He has had tougher jobs before, but with the help of a good crew of Brother Engineers they manage to overcome them.

W. Jaxon Baker, Inc. of Redding was low bidder of \$1,894,999 for construction on U.S. 101 near Big Lagoon which will

(See NORTH COAST P. 13)

Engineers Save Ancient Tree

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

SOUTH VALLEY ROAD JOBS ON THE GO—Two quarrying operations by A. J. Raisch Paving Co. and Guy F. Atkinson Co., west of Monterey Rd. between Hillsdale Avenue and Curtner Avenue have won final approval from Santa Clara County Supervisors.



Bob Mayfield

A crushing operation, cement base plant and concrete batching plant are also involved. The Route 101 project through Morgan Hill and Gilroy is moving along well with a number of the good Brothers on these jobs. Brother Engineers Bob Minghetti and Ralph Bronzich, superintendents for A. J. Raisch, were instrumental in having a 150-year old olive tree moved out of the path of the four-lane freeway. It was loaded on to the depressed center part of a big scraper and deposited in a back corner of the Tenant Avenue intersection.

Carl N. Swenson Company of San Jose has just signed a \$9,580,000 contract for expansion of the Good Samaritan hospital. Construction time is anticipated as approximately three years. Phase II will about double the square footage of the hospital, making room for a modern diagnostic and treatment center designed for short stay hospital care and treatment on an out-patient basis. Phase II construction will not be above three floors and will be either over the existing two-story wing or will expand the hospital horizontally both to the west and to the south.

Meanwhile, the totally new 100-bed, eight-story Santa Teresa community hospital is being laid out by E. A. Hathaway Construction Co. of San Jose. This is to be part of a \$30 million medical complex on the northeast corner of Cottle Road and Santa Teresa Boulevard. When completed in about two and a half years, the \$9 million general hospital will have a 228-bed capacity. The San Jose engineering and architectural firm of Ruth and Going has been involved in the overall planning on this project.

Other smaller contracts have been awarded by the City of San Jose: to R. J. Zipse for improvement of Leigh Ave. Porter Avenue connection (\$239,763.40); to William D. Smith, Inc. for improvement of Snell Avenue from Blossom Hill Rd. to Ariel Drive (\$34,270.00); to W. H. Ebert Corporation for San Jose Municipal Water System, North San Jose Water Transmission Main (\$144,009).

By JACK CURTIS

WORK IN AREA 2 OF DISTRICT 9 has picked up somewhat, but could be better for this time of the year.

Power-Anderson, Inc. was awarded a \$125,667 sewer construction contract by Scotts Valley City Council. This job will consist of underground and a 70,000 gallon unit to the city's sewage treatment plant off Mt. Herman Road. (The

Mt. Herman By-pass Road will be built this year.) The County Supervisors voted 4-1 to authorize construction of the 2.94 million Mt. Herman by-pass road between Felton and Scotts Valley. The low bidders on this job was Moseman & Lloyd Rodani. This job will put quite a few of our brother engineers to work.

Granite Construction Co. and Shell Maker are moving right along on their small craft boat harbor in Santa Cruz.

Jasper Construction Co. has a good start on the Science Building at Santa Cruz, U.C.

Granite Construction in Watsonville has picked up several small jobs that consist of underground and road work.

In Monterey, we are waiting for Milburn Construction Co. to start on the extension of Highway 1 freeway. The 5.7 million job will start at Seaside and extend through Fort Ord to Twin Bridges.

Stolte Construction Co., Healey and Tibbetts have started on the Carmel sanitation disposal project.

Madonna Construction at San Ardo should finish their highway 101 job this year. This job has kept about 30 brother Engineers busy for over a year.

O. K. Mitty and Sons are

ahead of schedule on their Highway 101 job south of Gilroy and hope to be finished in October of this year.

All the Rock, Sand and Gravel plants are going at a steady pace.

Quinn Tractor and Warner Yates in Salinas have full crews working again.

By JACK BULLARD

Santa Clara County West of Hwy. 17 and the CALAVERAS-BERRYESSA AREA—State highway work in this section of Santa Clara County remains essentially the same as it was last month. The only large project is the Hwy. 237 project being built by Raisch Paving. Ray Mathiesen left his grade-setting assignment there, and has gone back to running a blade.

A lot of development work is under way in the Calaveras-Berryessa area. Holm and Elliott finished the streets at Sunnyhill apartments in Milpitas. Dick Farrell is foreman, Ron Farrell on Blade, Fred Christie on roller, and Tony Amarillas ran the paddlewheel. Troy Forte has his own landscaping crew on the same jobsite. Troy's equipment includes a small avis 20+4 trencher. Remember, Brothers, we operate small pieces of equipment like the Davis 20+4 and the

Davis 200. When you see these rigs operating, investigate, and call me. If you call us, we can protect this work.

FORK LIFT OPERATORS—Last month we discussed the increase of fork lift work in this area. As we write this, Builder Boyd is preparing to sign an agreement with our union. This organization has developed fork lift attachments that increase the versatility of the machine. They are hanging beams with one attachment. We need more engineers willing to increase their skills in this field.

Two project managers have pointed out something interesting to me regarding the fork lift operator.

They say the operator can gain a fine overall view of the necessary steps in building housing developments. The engineer follows the operation as he learns to pick up and deliver the material where it is needed. They stated quite openly that an experienced fork lift man would soon acquire the knowledge that would make him a good foreman.

Ray Derting is another Operating Engineer who has moved to fork lifts from other classifications. He runs one of the fork lifts for Associated Development.

(See WIND TUNNEL P. 13)

Key Sections in New Contract

(Continued from Page 5)

	6-16-71	1-1-72	6-16-72	1-1-73
GROUP 4-A	\$7.91	\$8.01	\$8.52	\$8.62
Combination Heavy Duty Repairman-Welder.				

	6-16-71	1-1-72	6-16-72	1-1-73
GROUP 5	\$8.26	\$8.37	\$8.91	\$9.02
Boom Truck or Dual Purpose A-Frame Truck; Boom Cat; Chicago Boom; Crawler Cranes and Truck Cranes (15 tons m.r.c. or less) (Assistant to Engineer required); Self-Propelled Boom-Type Lifting Device (Center Mount) (10 ton capacity or less m.r.c.); Single Drum Hoist; Tugger Hoist; Chief of Party.				

	6-16-71	1-1-72	6-16-72	1-1-73
GROUP 6	\$8.57	\$8.68	\$9.24	\$9.35

Crawler Cranes and Truck Cranes (over 15 tons m.r.c.) (Assistant to Engineer required); Derricks (2 operators required when swing engine remote from hoist); Gantry Rider (or similar equipment); Highline Cableway (signalman required); Self-Propelled Boom-Type Lifting Device (Center Mount) (over 10 ton capacity m.r.c. or "Center Mounts" not certified in classification #6881) (Assistant to Engineer required when Boom is extended over 35 feet); Tower Cranes Mobile (Assistant to Engineer required); Universal Liebherr and Tower Cranes (and similar types) (in the erection, dismantling and moving of equipment, there shall be an additional Operating Engineer); Two or more Drum Hoist.

	6-16-71	1-1-72	6-16-72	1-1-73
GROUP 7	\$9.73	\$9.86	\$10.49	\$10.62

Operator of Helicopter; Operators, Assistants to Engineer and Indentured Apprentices on cranes with booms of eighty (80) feet or more, including jib, shall receive additional premium according to the following schedule:

	Per Hour
Booms of 80 ft. up to, but not including 130 ft.	\$.20
Booms of 130 ft. up to, but not including 180 ft.	\$.35
Booms of 180 ft. and over	\$.80

In the application of the above, the length of the boom shall be measured from the center of the heel pin to the center of the boom or jib point sheave.

WAGES AND CLASSIFICATIONS FOR PILE DRIVING

	6-16-71	1-1-72	6-16-72	1-1-73
GROUP 1	\$6.21	\$6.29	\$6.69	\$6.77

Assistant to Engineer (Fireman, Oiler, Deckhand).

	6-16-71	1-1-72	6-16-72	1-1-73
GROUP 1-A	\$6.46	\$6.54	\$6.96	\$7.04

Compressor Operator.

	6-16-71	1-1-72	6-16-72	1-1-73
GROUP 1-B	\$6.56	\$6.65	\$7.08	\$7.16

Truck Crane Oiler

	6-16-71	1-1-72	6-16-72	1-1-73
GROUP 2-A	\$7.04	\$7.13	\$7.59	\$7.68

Operator of Tugger Hoist (Hoisting material only)

	6-16-71	1-1-72	6-16-72	1-1-73
GROUP 2-B	\$7.20	\$7.29	\$7.76	\$7.85

Compressor Operators (2 to 7); Generator Operator (100 k.w. or over); Pump Operator (2 to 7); Welding Machine Operators (2 to 7) (powered other than by electricity).

	6-16-71	1-1-72	6-16-72	1-1-73
GROUP 3	\$7.42	\$7.52	\$8.00	\$8.10

Deck Engineer; Fork Lift Operators; A-Frames; Self-Propelled Boom-Type Lifting Device (Assistant to Engineer required, except on 10 ton capacity or less).

	6-16-71	1-1-72	6-16-72	1-1-73
Area 2	\$7.54	\$7.62	\$8.04	\$8.12

	6-16-71	1-1-72	6-16-72	1-1-73
GROUP 3-A	\$7.71	\$7.81	\$8.31	\$8.41

Heavy Duty Repairman and/or Welder.

	6-16-71	1-1-72	6-16-72	1-1-73
GROUP 4	\$8.12	\$8.23	\$8.76	\$8.87

Operating Engineer in lieu of Assistant to Engineer tending boiler or compressor attached to crane piledriver; Operator of Piledriving rigs, skid or floating and derrick barges (Assistant to Engineer required); Truck Crane Operator (up to and including 25 tons) (Hoisting material only) (Assistant to Engineer required).

	6-16-71	1-1-72	6-16-72	1-1-73
GROUP 5	\$8.24	\$8.35	\$8.88	\$8.99

Operator of diesel or gasoline powered Crane Piledriver (without boiler) over 1 cu. yd. rating (Assistant to Engineer required); Operator of Crane (with steam, flash boiler, pump or compressor attached) (Group 4 Operating Engineer required); Operator of steam powered crawler, or Universal type driver (Raymond or similar type) (Assistant to Engineer required); Truck Crane Operators (over 25 tons) (Hoisting material or performing piledriving work) (Assistant to Engineer required).

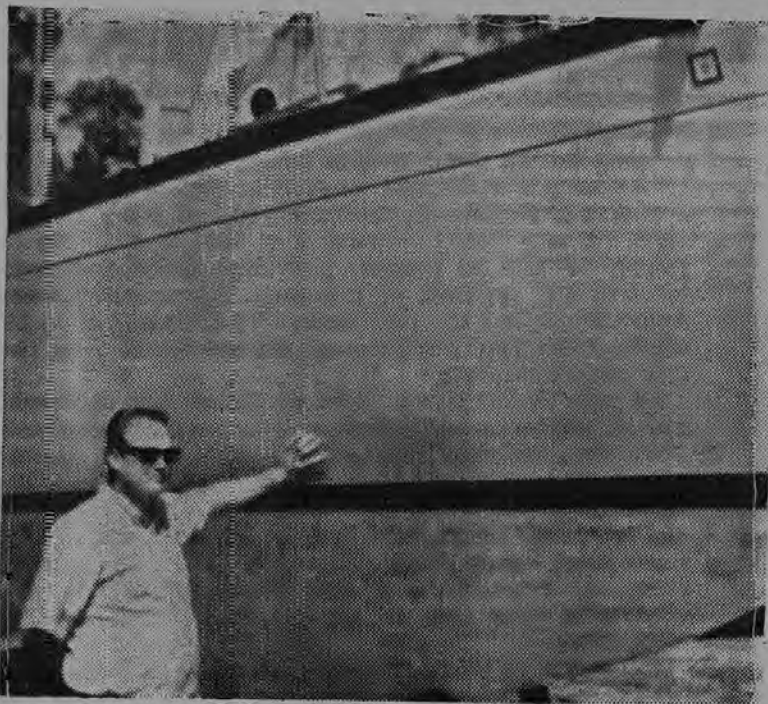
14.02.01. Operators, Assistants to Engineer and Registered Apprentices on equipment with booms, including jib and/or leads, of eighty (80) feet or more, shall receive additional premium according to the following schedule:

	Per Hour
Booms of 80 ft. up to, but not including 130 ft.	\$.20

	Per Hour
Booms of 130 ft. up to, but not including 180 ft.	\$.35

	Per Hour
Booms of 180 ft. and over	\$.80

14.02.02. In the application of the above, the length of the boom shall be measured from the center of the heel pin to the center of the boom or jib point sheave.



SAILOR BY CHOICE is Local 3 Apprentice Franklin Norris, a P.E.O. who poses above with his pride and joy.

San Jose Highway Work Offers Varied Training

By WM. HARLEY DAVIDSON,
Coordinator

Work for the apprentices in the San Jose and San Mateo areas has improved. The two new highway jobs just started on Highway 280 by Granite Construction Company and Peter Kiewit offer every kind of job for the apprentices. There are over three million yards in less than three miles in length in each of these jobs.

The 101 Highway bypass in Gilroy, contracted by Raisch Construction, Freeman Sondgroth and Ball & Sons offer the same opportunities to the apprentices.

Franklin Norris, a P.E.O. first period apprentice, checks his sailboat over for repairs. He says there is one thing that he would rather do than work around equipment and that is to sail the ocean waters.

New Manning Provisions On 'Model Cities' Tough

By B. GAINES

One of the relatively new and more stubborn problems arising with specific reference to the Affirmative Action area is that of the newer manning provisions written into governmental contracts emerging from "model cities" and/or redevelopment agencies.

As you are doubtless aware, an ever-increasing number of metropolitan areas, and other areas, have been rapidly forming "model cities" units, often within an urban redevelopment complex. They have been recipients of large federal dollar grants designed to rebuild and/or to rehabilitate a defined area of a particular community.

Although the gross effect is to provide a considerable dollar volume of construction work, the specifics of many of the contracts being offered, as regards the manning of such jobs increasing include set percentage requirements of both area residents and minority group persons to be included in the work force.

Developmentally, the earlier of such contracts required that the bidders provide statements of intention to hire their work force, as far as possible, from the community and to make valid efforts to include available minorities in such work force.

The new development in these government contractual obligations has moved to the point where specific percentages of both residents and minorities are committed and agreed to in the contracts with the general contractor.

The real limitations of such contract provisions tend to specifically complicate matters for operating engineers. Historically our people have worked over far wider geographic areas despite place of formal residence

and thus a disproportionate residential spread is the rule rather than the exception.

As a result of the new imposed regulations, contractors are now tending to look longingly at any available labor in an attempt to legitimize their participation by the institution of some "training" plan designed usually to fulfill only the terms of a specific contract. It is therefore vital that we continue to fill these additive so-called trainee positions from the formal apprenticeship roles so that we can insure adequate training situations in all operating engineer work categories.

We are not interested in half-trained or poorly trained people of any description who will later, by virtue of some ill-advised training exposure claim to "belong to the industry," but who do not have the necessary training to produce their fair share of work in the Operating Engineer work pool.

RMTC Publicity Drawing Many New Applicants

By LOU JONES

News of our Rancho Murieta Training Center has spread over the entire State; in fact, it has been highly publicized over the entire nation and as a result we have received an unprecedented number of applications from those who are motivated to learn the trade of an Operating Engineer.

To date we have 137 applicants in the Oakland area alone who have taken and passed the qualifying tests. At each test session given monthly, it

(See RMTC FAMOUS P. 10)

Nevada St. Plan Gets Airing At Las Vegas Meet

By GAIL BISHOP

This past month has seen a continued pressure on Apprentice Applicants. Most of the Registered Apprentices are employed, but it is very doubtful that many of the Apprentice Applicants will become registered.

We attended the Nevada State Apprenticeship Council meeting in Las Vegas along with Apprenticeship Administrator, D. O. Dees and Affirmative Action Director, William Gaines.

The primary theme of this meeting was to discuss Revised Title 29-CFR-30 and to introduce the proposed Nevada State Plan, which would bring the State Council and all registered JAC's into conformity with the new Government regulations. Mr. George Sabo, Deputy Director of the Bureau of Apprenticeship Training, Department of Labor, Washington, D.C., was the principal speaker and did an outstanding job on clarifying questionable points regarding T-29-CFR-30.

U.S. State Department Honors Local 3 JAC

DEPARTMENT OF STATE
AGENCY FOR INTERNATIONAL DEVELOPMENT
WASHINGTON, D.C. 20521

JUN 18 1971

Mr. Danny O. Dees
Administrator, Operating Engineers'
Joint Apprenticeship Committee for
Northern California
P.O. Box 768
San Francisco, California 94101

Dear Mr. Dees:

It is with pleasure that the Agency for International Development presents the enclosed Certificate of Cooperation to your organization for its assistance during the past several years in providing training for foreign participants sponsored by A.I.D.

The award is made on the recommendation of the Bureau of Apprenticeship and Training, Division of International Activities of the Department of Labor. Officials of the Bureau have apprised us of the exceptionally high quality of the technical programs which you and your staff have arranged for our participants from abroad. It is only with the assistance of organizations such as yours that the United States is able to assist other nations to develop trained personnel to work actively in economic and social development programs of their nations.

We hope that this award will express the deep appreciation which we and the Program Officers of the Department of Labor have for your continued cooperation and interest in the A.I.D. participant training program.

Sincerely yours,

Robert E. Matteson
Director
Office of International Training

Enclosure



department of state agency for international development certificate of cooperation

under the program of the UNITED STATES OF AMERICA
to assist in the economic and social development of other countries

Operating Engineers'
Joint Apprenticeship Committee for Northern California
has made an outstanding contribution to the training
and development of A.I.D. international participants

Presented at Washington, D.C.
JUN 15th 1971



PLAQUE ABOVE was presented to Business Manager Al Clem by John F. Donovan, Bureau of Apprenticeship Standards during July Semi-Annual membership meeting. Mr. Donovan also presented the letter at top to Danny O. Dees, Joint Apprenticeship Systems Administrator. Mr. Donovan praised Local 3 and Mr. Clem and Local 3 members for their excellent cooperation on behalf of the U.S. State Department.

Local 3 Display Proves Big Star At V.I.C.A. Meet

By NICK CARLSON

V.I.C.A. CONVENTION IN FRESNO—The California State chapter of the Vocational and Industrial Clubs of America held their annual convention in Fresno on May 28-29-30. The convention was held at the Fresno Convention Center, with about 500 delegates from high schools and colleges throughout the State of California attending the three day meeting.

The Operating Engineers Local No. 3 J.A.C. was invited to set up a display booth and to explain the apprenticeship program.

Under the able direction of Al Venning of the J.A.C. Audio-Visual dept. we set up the Operating Engineers Apprenticeship booth with closed circuit

(See V.I.C.A. MEET P. 10)

JAS Special Booth Set For State Fair Program

By CLEM HOOVER

COMPLETION CEREMONIES HELD AT RANCHO MURIETA TRAINING CENTER—The Annual Completion Ceremonies were held on June 12, 1971 at Rancho Murieta Training Center, near Sloughhouse, California. This event was well represented by officials of both Labor and Management. The apprentices who have graduated from the Apprenticeship Program and are now Journeymen received their Certificates of Completion from the State of California and the J. A. C.

Each year an apprentice is selected from each district in California by the Sub-JAC in that district for the outstanding apprentice award. These apprentices then compete with each for the three awards presented. We are happy to report that, for the first time, an apprentice from Sacramento won

the 2nd place award for the outstanding apprentice for 1971. Congratulations to apprentice Ed Copeland for being that first one! We have had many outstanding apprentices from Sacramento but Brother Copeland, who is employed by A. Teichert & Son finally brought home the prize.

Congratulations are also in order for apprentice Steve Thomas. His wife Brenda presented him with a 5 lb. 6½ oz. baby girl on May 18, 1971. No wonder Steve has been going around in a daze on the Interstate 80-Project for A. Teichert lately.

Don't forget the State Fair which opens August 20, 1971. We will have our display there so stop by and see us. We are always happy to chat with the Brothers from all over Northern California who visit the Fair each year.

Apprentice Systems Notebook

By DANNY O. DEES

Administrator



Following the procedure we have set down in the preceding articles, we are going to continue the discussion of the system under which we operate.

This article is going to be devoted to the most recently adopted and approved Selection Procedures—these have been brought into conformance with the CFR Title 29—Part 30 Revised. This is the federal regulation which deals with the field of applicants for Equal Employment opportunities as well as equal opportunity for entry into the apprenticeship field for all people.

Following are the Selection Procedures:

SELECTION PROCEDURES for OPERATING ENGINEERS FILING APPLICATIONS

The jurisdiction of these programs covers 46 Northern Counties in the State of California, 14 Northern Counties in the State of Nevada, the State of Utah, and the State of Hawaii.

To assist applicants and the Joint Apprenticeship Committees in the operation and administration of the program there has been established an office in each of the following home areas: San Francisco, San Mateo, Vallejo, San Jose, San Rafael, Fresno, Stockton, Modesto, Sacramento, Marysville, Redding, Eureka, Santa Rosa, and Oakland, California; Reno, Nevada; Salt Lake City, Provo, and Ogden, Utah; and Honolulu and Hilo, Hawaii.

Persons having reached their 18th birthday desiring to become an Operating Engineer Registered Apprentice must make application at an Operating Engineers Local Union No. 3 Job Placement Center.

If the applicant fails to file his application form together with all attachments at the time, date and place specified on the application form, the application shall be automatically void and shall receive no further consideration. The applicant shall be free, however, to reapply at any time.

ATTACHMENTS—MUST BE FILED TOGETHER WITH APPLICATION

1. PROOF OF DATE OF BIRTH SHALL BE ESTABLISHED BY:

- A written certificate of applicant's date and place of birth executed, under penalty of perjury, by one with personal knowledge of applicant's date and place of birth.
- A certified copy of Birth Certificate.
- A certified copy of a Court Order determining the fact of applicant's birth.

A. Applicants who have had no experience as an Operating Engineer or less than 1000 hours such experience within the preceding three (3) calendar years upon filing the application form, together with all attachments, with the appropriate Joint Apprenticeship Committee at the time, date and place specified on the application form, he will:

- Take the Industry Entrance Tests, to be administered by a representative of the Joint Apprenticeship Committee. Subject matter of written tests: verbal—non-verbal—mechanical comprehension.
- He shall sign and file with the appropriate Joint Apprenticeship Committee an approved Apprenticeship Agreement and then shall be eligible for employment as a Registered Apprentice.

PROVIDED HOWEVER

B. An applicant for apprenticeship who has worked as an Operating Engineer for not less than one thousand (1,000) hours within the preceding three (3) calendar years, shall be eligible for advanced standing as a Registered Apprentice.

- His standing as a Registered Apprentice, i.e. period, shall be determined by his hours of work as an Operating Engineer and the equipment on which he worked, by the appropriate Joint Apprenticeship Committee.
- He shall sign and file with the appropriate Joint Apprenticeship Committee an approved Apprenticeship Agreement and then shall be eligible for employment as a Registered Apprentice.
- A Registered Apprentice admitted to advanced standing shall be paid upon entrance the wage rate of the period in which he is placed.

C. PROVIDED FURTHER

An applicant who has been Indentured or Registered and worked as an Apprentice Operating Engineer for not less than 1000 hours within the preceding three (3) calendar years shall be eligible for advanced standing as a Registered Operating Engineer Apprentice subject to the following:

- His standing as a Registered Apprentice, i.e. period, shall be determined by his hours of work as an Operating Engineer and the equipment on which he worked, by the appropriate Joint Apprenticeship Committee.
- He shall sign and file with the appropriate Joint Apprenticeship Committee an approved Apprenticeship Agreement and then shall be eligible for employment as a Registered Apprentice.
- A Registered Apprentice admitted to advanced standing shall be paid upon entrance the wage rate of the period in which he is placed.

PROVIDED HOWEVER

(See MORE JAS NOTEBOOK Cols. 4 & 5)

RMTC Classes Shows Steady Course Growth

By JACK McMANUS

Rancho Murieta Training Center classes of related instruction are operating very smoothly and are being augmented by the addition of Utah apprentices.

Apprentices are enthusiastic about the classes and the instructors, and without exception feel that they are getting more out of Rancho Murieta Training Center than they could ever get by the old method of night School.

Related classes have changed the method of instruction for American Red Cross First Aid. We are using the Multi-Media course as recommended by the American Red Cross and heartily endorsed by Mr. Dale Marr. This enables you to obtain your First Aid Card while you are attending classes and you will be in compliance with J.A.C. policy.

Some of the training projects currently under way at your training center are an airport with runway, taxi strip and parking area, an 18-hole golf course that is nearing completion, a small earth filled dam (guess we are building a lake!), crushing rock, grading roads and preparing a Mobile Home park, as well as maintaining equipment and the countless small everyday tasks.

The next project (it is rumored) will be the driver-training testing range and those apprentices who need the Class 1 Drivers' licenses will be especially interested.

Just a word of caution—don't wait until the last minute for assignment to Rancho Murieta Training Center, because classes will be full and this could hold up your advancement or cause an extra visit to your Joint or sub-Joint Apprenticeship Committee.

Check with your coordinator before you go to the Training Center and remember to bring your work clothes, hard hat, and see your dispatcher; then, pick up your dispatch to Rancho Murieta Training Center.

Apprenticeship Program Offers Opportunities

Dear Sir:

The opportunity of serving in your apprenticeship program has been most rewarding.

Due to the fact that I was working, I regret that I was unable to attend the apprenticeship awards dinner.

My appreciation to the Joint Apprenticeship Committee for the privilege of receiving a trophy.

Sincerely yours,

Phillip D. Cox

Pleasanton, California

(Ed. Note—Lou Jones, Coordinator, accepted the Outstanding Apprentice Award for Phillip Cox at the Awards Presentation held at Rancho Murieta Training Center last month.)

JAS News

VOL. 1—NO. 5

JULY, 1971

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

More JAS Notebook

(Continued from Cols. 1 & 2)

- Any applicant or Registered Apprentice removed from the program for any reason shall be ineligible to reapply for six (6) calendar months from the date of such removal. Any applicant or Registered Apprentice removed from the program for any reason a second time shall be ineligible to reapply for one (1) calendar year from the date of such removal. Any applicant or Registered Apprentice removed from the program for any reason a third time shall be ineligible to reapply for three (3) calendar years from the date of such removal.

All such reapplicants shall be treated as new applicants and will receive no credits for any period not fully completed.

- The actions are appealable to the appropriate Joint Apprenticeship Committee and thereafter in accordance with the provisions of law.
- Notification or confirmation shall be by Registered or Certified letter, return receipt requested, to the applicant or Registered Apprentice at his last known address in the records of the appropriate Joint Apprenticeship Committee.

EMPLOYMENT

The employment of all Registered Apprentices shall be under the direction and control of the appropriate Joint Apprenticeship Committee in accordance with the Registered Apprenticeship Standards for Operating Engineers. The dispatch of all applicants under "A" above shall be as follows: All applicants in a home area covered by a sub-joint apprenticeship committee, or by the Joint Apprenticeship Committee, if there is no sub-committee, shall be dispatched after all available Registered Apprentices are employed in accordance with the Registered Apprenticeship Standards for Operating Engineers in the following order:

- First, those who have been Industry Entrance Tested on the first (1st) test day in the month of March in the home area in accordance with their grade on the test—the highest first and thereafter descending order of grades with the lowest grade last. If two or more applicants have the same grade, in the same home area on the same test, the applicant who first filed in the home area for the test shall take the higher place and the others shall follow in descending order.
- Second, after the first (1st) test day list is exhausted or an applicant, though listed, is not presently available for active employment, those on the second (2nd) test day list shall be dispatched in the same manner and each test list thereafter in the same manner as test day follows test day.
- Applicants with advanced standing under "B" and "C" above will be dispatched as Registered Apprentices.

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

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

In the event this list of applicants who have been Industry Entrance Tested in any home area is exhausted, applicants from other home areas who are available and willing to do so shall be dispatched.

An applicant whose application was cancelled as of the close of business on December 31st because he was not dispatched and registered may refile during the month of March of the following year. All required information previously filed shall be transferred to his new application. He shall not be required to retake the Industry Entrance Test and his previous test score shall, for the purposes of dispatch, be credited as of the first test day following the filing of his reapplication.

PROVIDED HOWEVER, that any Registered Apprentice who so desires may acquire credited work hours by participating in any Training Program directed or approved by an appropriate Joint Apprenticeship Committee. Such credited work hours shall be given full force and effect for all purposes.

TERM OF APPRENTICESHIP

The standard term of apprenticeship training shall be 6,000 hours, Hawaii, Utah, and Nevada 4,000 hours.

APPRENTICE WAGE SCHEDULE

Straight time hourly wage rate of a Registered Apprentice shall be the percentage of the Heavy Duty Repairman/Welder classification or like classifications or wage rate in the existing Collective Bargaining Agreements unless otherwise specified.

PUBLIC NOTICE OF APPRENTICESHIP OPPORTUNITIES

All applicants whose applications were cancelled on December 31st because they were not dispatched and registered shall be so notified that they may refile during the month of March of the following year if they desire to continue in the program.

The requirements for publicly disseminating information of the availability of apprenticeship opportunities at least 45 days prior to the opening date for applications will be met by notifying the Division of Apprenticeship Standards, State of California; Director of Apprenticeship, State of Nevada; Director of Apprenticeship, State of Utah; Administrator of Apprenticeship for the State of Hawaii; U.S. Department of Labor, the State Offices of the U.S. Bureau of Apprenticeship and Training in California, Nevada,

(See MORE JAS NOTEBOOK Page 9)

On The Safety Side



By DALE MARR
VICE PRESIDENT & DIRECTOR OF SAFETY

A serious danger to millions of Americans is right in front of their eyes, and they don't even see it—rather ironic, since the danger is the glasses they wear in order to see.

According to the National Safety Council, each year thousands of people receive major and minor eye injuries—not to mention those who become blind—as a result of their eyeglasses shattering from various types of blows. In some cases, it has been baseballs shattering the lenses. Other times stones have smashed the glass and sent sharp edges into the victim's eye. Injuries are occurring on the job, at home, at school, and during recreational activities.

The accidents themselves are unfortunate. But what makes them really tragic is that they might have been prevented or the injury lessened had the victims been wearing shatter-resistant eyeglasses.

Shatter-resistant lenses are laminated glass, heat-tempered glass, or plastic that do not shatter upon impact, as do the crown-glass lenses of regular eyeglasses and sunglasses. If the blow is heavy enough, the heat-treated lenses will break, like safety glass in a car, but not so as to injure the wearer.

The Society for the Prevention of Blindness says that thousands of people in the past few years have avoided serious injury to their eyes as a result of wearing these safety-type glasses.

The fact is, however, that 100 million Americans wear prescription eyeglasses, of which only a fourth are shatter-resistant. The Food & Drug Administration has proposed a regulation to remedy this huge injury potential. It would require all new eyeglass lenses, including prescription and non-prescription sunglasses, to be shatter-resistant.

These lenses would have to meet a standard impact test: a 3/4-inch-diameter steel ball weighing 16 grams is dropped on the lens from a height of 50 inches. A properly manufactured, shatter-resistant lens will resist the blow, bouncing into the air unbroken.

Much to the dismay of concerned organizations and individuals, the FDA regulation has not been approved, although the following states have passed their own legislation on shatter-resistant lenses: Alaska, California, Connecticut, Georgia, Massachusetts and Arkansas. Therefore, soft-glass lenses continue to be sold and used.

Until these lenses are legally declared unsafe, the public will have to serve as its own safety valve, requesting shatter-resistant lenses in their new eyeglasses and sunglasses or replacing the eyeglasses and sunglasses they are now using, the Safety Council suggests. And if the regulation becomes effective, people will still have to replace their present unsafe glasses.

Even with shatter-resistant lenses, eyeglasses can still harbor danger if the frames are made of cellulose nitrate, an explosive material when exposed to heat, say when the wearer is smoking a cigarette or cooking. American firms no longer make cellulose nitrate frames, but use a less combustible material, called cellulose acetate.

However, thousands of cellulose nitrate frames—especially sunglass frames—are imported into this country each year. Again, people will have to be their own safeguards, requesting the frames not be made of cellulose nitrate.

When ordering new glasses, including prescription and non-prescription sunglasses, specify shatter-resistant lenses and flame-retardant frames. The cost will be minimal and your eyesight may be saved.

Coordinator

(Cont. from Page 9)
ing in Santa Rosa and found a full house and a number of Apprentices in attendance.

On June 12th, I attended the completion ceremonies at Rancho Murieta. Gary Strum, a plant equipment operator from Redding area received a trophy and a \$50.00 bond for being the outstanding Apprentice for 1970. He also received his certificate of completion. Gary Hiser, also from Redding who is a grading and paving Apprentice received 3rd place outstanding award. Both Apprentices would like to have me extend their appreciation to all who have helped to make this possible and for the opportunity which has been afforded them to be skilled craftsmen.

V.I.C.A. MEETING

(Cont. from Page 7)
T.V. and a movie on heavy construction.

There were many young men among the delegates interested in our explanation of the Operating Engineers Apprenticeship Program. We distributed Selection Procedures to all interested delegates.

RMTC Famous

(Cont. from Page 7)
is explained to the testees that we only accept into the program when we are unable to fill jobs with those apprentices who are already indentured.

The question is usually raised by the applicant as to whether they may take training at Rancho Murieta Training Center to make themselves more acceptable. The answer is no, for the training is only available to our members.

We have a schedule in the apprenticeship program which we are using so that the apprentices may get their training on a planned basis. We have the equipment and we have the finest teachers in this craft. I know from my own experiences that the man with the least skills is the first man laid off, so take stock of yourselves, apprentices, and take advantage of this world of opportunities.

THOUGHT FOR THE WEEK: "I never did anything worth doing by accident, nor did any of my inventions come by accident; they came by work." Edison

Summer Dust Flying As Big Spreads Move In San Mateo

By BILL RANEY, DICK BELL,
BILL PARKER

SUMMER IS HERE AND SOME DUST IS FINALLY FLYING—Lack of adequate water and similar complaints now outnumber the show-up time beefs—a welcome relief.

After a long period of little or no dirt work in San Mateo County, we finally have two heavy dirt jobs of fair size. Dozer and rubber tire men are having a comparative field day after many months of unemployment insurance.

Both of these dirt jobs are on highway 280 from San Mateo to Woodside. Peter Kiewit Sons have the north section. They got a head start over the Granite job on the south end.

Kiewit's section was through some of the roughest terrain in the area. Literally vertical terrain must be made horizontal, necessitating the best of operators, which we were happy to supply. This spread has reached its peak of about 30 to 90 operators on each of two shifts, where it will probably stay until about the first of November. Stewards Ed Davis, Rich Nunez, Don Olmstead and Charles Antrobus report that the "growing pain" problems inherent on any new job are finally smoothing out.

Ferma Corp. did the clearing on this one without losing a rig—quite an accomplishment on a job of this terrain.

Some anticipated hard rock is being mauled over by Brother Magistretti's compressor and wagon drills. Brother Jess Gahagen is "pumping the wind."

Granite Const. Co. in the southern section is trying to do their section on a single shift. Consequently they have rented some of B & P's, Haskins and other company's scrapers. Stewards Gene Barbettini and Lloyd Kurtz report conditions improving everyday as the the job is getting lined out.

At this writing, Heim Bros. have 5 or 6 men on the clearing cuts. Their engineers have to be the very best to stay alive in such terrain as it is strictly a "cross friction" job. This job is really tight, time-wise, as they must finish all their dirt by the end of November.

There is still a small section between the two jobs that isn't let yet and there is no information as to when it will be let. The whole stretch from Woodside to San Mateo will have to lie "fallow" for a couple of years for subsidence before any paving will be done. During this time we hope that contracts will be let for some structures to keep at least some engineers working.

NEGOTIATIONS—At this writing, we are right up against the wire on the old contract and it is reported that negotiations have been going slowly. We fervently hope that by the time you read this, that we have a new contract and all hands are working under better conditions and at least some more money.

When one studies productivity charts which show operating engineers producing up to three times what they produced 10 years ago, and we look at increased prices (that went up long before we got any raises) in goods and services that are in no way connected with an engineer's wages, it is

hard to understand why there is such stiff resistance in negotiations.

ANTI-UNION PRESS releases are so ridiculous that they would be funny if it weren't for their being so vicious. Even some of our own members seem to believe them. President Nixon's own commission's report, on which he based his "Davis-Bacon" fiasco, on the last page of the same (which he obviously didn't read) it quoted some interesting figures—"The labor cost of building a home in 1959 was 35 per cent and in 1969 the labor cost was 18 per cent." Last year your legislators in Sacramento raised their salaries 40 per cent. About the same time the president got his salary doubled. During the past 15 years this writer's property tax on his home went from \$50 per year to \$500 per year. What did yours do?

Looking at the above facts, who is the "bad" guy? Who is the half wit that coined the asinine phrase that "prices go up because wages went up?" If we were to ever catch up and we probably never will, their hackneyed phraseology might be given some credence.

BLOOD BANK—We were disappointed in the engineer turnout at the building trades blood bank day on June 12th. Only three engineers showed up to donate to such a worthy cause. We are, however, extremely proud of those who did: Norman Gill, Leon Stratton and Virgil Dahms. Some 376 craftsmen did show however to make it the biggest B Day in San Mateo County history.

DONATIONS TO S.E.L.F.E.C. belt buckles and time books have gone quite well in this area, for which we thank the brothers. There are only a few buckles and time books left, so hurry if you want one. The revenues from these items and those donations to S.E.L.F.E.C. are of course used to help our friends in congress and or to defeat our enemies there. As anyone can see, our enemies outnumber our friends. Again we point out that such donations must be on a voluntary basis and are used to help congressional politicians, not state candidates, who can help us get more jobs in the area.

NORTH COUNTY WORK—The construction connecting the San Bruno Avenue portion of Interstate 280, the Junipero Serra Free Way, with the portion terminating at Westborough Boulevard in South San Francisco is considered to be about 85 per cent complete. The project is expected to be completed by late summer of this year.

The area is scheduled for landscaping as soon as construction is completed. The project will cost some \$530,000 and is not yet financed but is expected to begin soon after construction has ended.

The much discussed Interstate 380 freeway is considered to be a vital east-west link between the San Francisco International Airport and the City of Pacifica with connections to north-south routes in between. The 380 portion includes only that portion from Junipero Serra Freeway to the Bayshore Freeway.

Construction began on the

first major portion of the interstate freeway last July with a \$4,000,000 contract awarded to Peter Kiewit Sons' Company of Concord. The work has currently begun in the Cherry Avenue area but is most visible at the east end of the construction, the area where an overpass collapsed last May.

Construction includes a four-lane, 1,000 foot structure which will extend over the Southern Pacific tracks and El Camino Real. The bridge, when completed, will be used by the dirt hauling trucks for the massive dirt hauls which will be required for the construction further east on the route, this is being done to avoid the use of city streets for the dirt haul. The division estimates that some 3,000,000 cubic yards of dirt will be hauled for the project.

Widening of the El Camino Real area from Sneath Lane to San Bruno Avenue is near completion. The project is costing the City of San Bruno \$129,000 with the rest of the funds coming from state and federal sources.

Advertising for the landscaping of 380 from route 280 to route 82, El Camino Real, is scheduled for September of this year.

Tied in with the construction of five bridges for dirt hauling to avoid city streets, is the construction of several park areas for the city. Excess land owned by the Division of Highways will be sold to the city for use as parks.

The Colma Road Undercrossing on Route 101 is near completion. The undercrossing is being widened to accommodate the widening of South Airport Boulevard in South San Francisco, a project now being undertaken by the City of South San Francisco.

The freeway interchange for Routes 1 and 35 in Daly City is considered to be about 30 per cent finished.

The project includes a mile of six-lane freeway on Route 1 from just west of Route 35 to just east of St. Francis Boulevard. A mile of four-lane roadway is planned between Hickley Boulevard to just north of Route 1.

A detour has been constructed in this area and is expected to remain for about 6 months. The detour is to enable workers to demolish the existing bridge and construct the new interchange without interfering with traffic. A planting project in this area is also planned.

Guardrails have been installed on portions of Route 1 from Sharp Park Overcrossing to the San Francisco County line, and on Interstate Route 280 from Route 35 to the San Francisco County line.

Signal modification of the Linda Mar-Route 1 intersection and is expected to be completed this month. Guardrail is also being planned for just north of Crespi Drive for late this summer.

Assuming that funds are available the hazardous Devil's Slide area on Route 1 will be moved inland. The funds are expected for 1973. The road design is expected to retain the scenic vista of the present route with two turn-out vista points included in the plan. The project cost is estimated at \$12,000,000.

(See SUMMER DUST P. 167)

Scanning The System

By ART PENNEBAKER

Asst. Administrator, Joint Apprenticeship System

The general economics of the nation have changed drastically over the past few years. Of course this has affected the INDIVIDUAL economics of every family.

At one time the collection of individuals known as a UNION relied on the closed shop agreement as the assurance of steady employment for decent pay. This closed shop arrangement was declared unlawful some years ago. Subsequently, your UNION installed a seniority system based on the premise that longevity of employment meant successful work accomplished for the industry employers. We are all aware of the A-B-C lists currently operating in the industry Job Placement Centers. This system has the dampening effect of adding new persons to the skilled work pool as new job opportunities are generated. But new persons and skilled persons are not necessarily the same.

A new concept for this industry was developed and in 1960 formalized into the apprenticeship training program.

In 1961 this training program for entrants into the work pool was certified by the State of California. This far-reaching step taken by your Union is having an important impact on your PERSONAL economy today.

We are all aware from the news media that the President of the United States has declared his famous 6% formula for negotiated wage increases for the construction industry. Except that there are several "except that's" involved. The most interesting being PRODUCTIVITY. Productivity can mean several percentage points of allowable wage increase permissible.

We all remember that approximately 2 years ago a test was developed for Technical Engineers to measure minimum standards of knowledge related to Field Survey work. Before this testing device was put into operation, a person with little or no knowledge or experience with Field Survey parties could be put to work. The effect, of course, was to lower the efficiency of the Survey Party and therefore the PRODUCTIVITY. The current Chairman/Rodman testing device is not a panacea for the problem, it is only a method of increasing the odds that a new person to the work pool will not adulterate the otherwise high skills required by the nature of the work nor will be adulterate the PRODUCTIVITY quotient.

Recently another testing device was proposed. This one not for the basic minimum requirements for the Chairman/Rodman but to attempt to define minimums acceptable for Instrument Man, Chief of Party and Certified Chief of Party and for the same reasons. As before, validation processes included actually testing a cross section of the current work pool to determine the individual questions that were pertinent to the various skills and also the pattern of answers accom-

plished by each classification of Field Surveyor.

Surprisingly, even with the great awareness of the PRODUCTIVITY guidelines and despite the fact that the collective bargaining negotiations were in progress encompassing that specific issue, few Field Surveyors turned out to help develop their testing device.

Both the Employer and the Employee is desirous of a competent work force, each for his own motivation:

The Employer conducts a profit making business. In the free enterprise system he must sell his product for the least cost possible in order to be competitive. Ethics, morals, good business sense all must be resolved between the cost and the selling price. PRODUCTIVITY then becomes paramount.

The Employee has only his time and efforts to sell. His own welfare, that of his family, come first. His ethics, his morals, his ego, status in community, and fairness to himself, also become important to his wage needs. The more PRODUCTIVITY the more his personal time and efforts are in demand and the more profit he enjoys.

The Lawyer, the Doctor, the Registered Engineer, the Licensed Surveyor have all used minimal requirements to upgrade their professions and their incomes.

Your Union and Management can provide the opportunities encompassed by such things as training programs and can attempt to develop insurances such as minimum testing devices with PRODUCTIVITY of the work pool in mind.

It does, however, take a little effort on the part of each of the Technical Engineer members. About two hours some evening, in order to select the test items, and establish cut-off scores which are meaningful to the various classifications of work. Terms and dates of additional validation studies will be announced soon. The quicker this phase is completed the sooner the advantages of the system can be utilized.



FAMOUS NAMES in the West are Jack London and Lee Nez, however, neither of the above, Brother Jack London (left) nor Lee Nez, an Indian apprentice claim kin to the famous author or the noted Indian Chief. Brother Nez is busy learning his trade on the Morris-Knudsen Salt River Project crushing facility. Brother London is his welding teacher.



UTAH CONSTRUCTION LEADER M. H. "Bill" Cook, chairman of the Utah Joint Apprenticeship Committee presented the Outstanding Apprenticeship Award to Brother Phi Klingensmith, at right, during ceremonies recently. At left Chairman Cook presents a Completion Certificate to Brother Earl Reary.



Model 95 CTM Goes to RMTC

By JOHN THORNTON

M. H. "Bill" Cook, owner of M. H. Cook Pipeline Company, and also Chairman of the Utah Joint Apprenticeship Committee, recently contributed, for a token sum of \$10, a Model 95,

Problem Solving By Coordinator Keeps Job Going

By CLIFF MARTIN, Coordinator

I spent the first week of June servicing the Eureka area and was surprised at the amount of work in the area under the circumstances.

I found an Apprentice was filling the classification of an oiler for Mercer and Fraser Co. With the assistance of the District Representative, Ray Cooper, we contacted Fred Botts, project manager and explained the procedure of training—that we would like to remove the Apprentice and replace him with an oiler. The Apprentice was rotated to the Granite Project at Klamath Glen and will resume his training as a heavy duty repairman.

I attended the District Meeting (See COORDINATOR P. 10)

Cleveland Treiching Machine to the Operating Engineers Joint Apprenticeship System.

This machine will be used at Rancho Murieta to assist in the training of apprentices and upgrading the skills of journeymen. The machine has a digging depth of 5½ to 6 feet and will be used for the miles and miles of utility lines at Rancho Murieta.

The entire Local No. 3 Joint Apprenticeship System sincerely appreciates Mr. Cook's gen-

erosity and the Utah J.A.C. especially wish to extend their thanks, not only for his material contribution, but also for his continued support and belief in the Apprenticeship Training Program.

On Saturday, June 19, 1971, the Utah Apprentice Safety meeting was held in which 51 apprentices were in attendance. Jack McManus explained the advantages of apprentices attending Rancho Murieta for their related training.

More JAS Notebook

(Continued from Page 8)

Utah, and Hawaii, the State Superintendent of Public Instruction in California and his counterpart in the States of Utah, Nevada, and Hawaii, and the Department of Human Resources Development-Unemployment, State of California, and its counterpart in the States of Utah, Nevada, and Hawaii. All publications listed in "Editor & Publisher International Year Book" and all publications and organizations in the area covered by the appropriate Joint Apprenticeship Committee by a sub-Joint Apprenticeship Committee, F.E.P.C., or its equivalent in each State and the Equal Employment Opportunities Commission with territorial jurisdiction, all high schools and junior colleges and all other persons or organizations required by law.

There may be a question in many minds as to why it has taken so long to publish these Selection Procedures in our Apprenticeship News items. First of all, a brief explanation—Our program opens on the first day of March of each year and closes at the end of the business day, December 31st, of each year and remains closed for a two-month period. Since the opening of our program we have made there revisions in the Selection Procedures in order to keep them in conformity with the changes made from time to time under State and Federal regulations.

Also there has been a decision made in the U.S. Supreme Court by Chief Justice Burger which has had a bearing on the testing processes as stipulated in the Selection Procedures, as well as the Office of Contract Compliance issuing its new guidelines in regard to testing processes.

We do hope to publish in our January, 1972 issues of the Apprenticeship News the Selection Procedures which will be used that year.

We Get Letters!

Dear Sir:

I am a second step Apprentice and have just spent two weeks at Rancho Murieta. I would like to tell you that it is the best thing that the apprenticeship program has.

I used to drive 110 miles a day, two days a week to go to school in Fresno, then after you got there it was only a b.s. session and you couldn't learn a thing. Rancho Murieta, on the other hand, is good training, the instructors went out of their way to make sure you got the idea of what they were trying to tell you. I was in the shop, and the mechanics would stop their work and explain things. On a regular job the mechanics sometimes feel you might take their job, so they won't tell you a thing.

In the classroom, Bert kept things quiet so you could study in the books; if you had a problem or a question he didn't make you feel stupid, he always tried to help. I can't say how it was in the field because I stayed in the shop, but the other apprentices seemed to feel the way I did about it.

It's kind of rough, missing two weeks work, but I think the training, and not going to Fresno two nights a week make it more than worthwhile. David and Don, the mechanics I worked under are doing a great job, and I'm looking forward to going back.

Sincerely yours,
David Meissonnier
Merced, California

Marysville Dam Hits Nixon Budget Snag

By HAROLD HOUSTON
District Representative
and Auditor

LOCAL 3 EXECUTIVE BOARD ENDORSES CONSTRUCTION OF \$172 MILLION MARYSVILLE DAM--



Harold Huston

went on record endorsing the construction of the \$172 million proposed Marysville Dam to be located near Marysville, California.

The Marysville Project was authorized by the Flood Control Act of November 7, 1966, Public Law 89-789, as a result of strong local and valley wide support. The project is a multi-purpose dam on the Yuba River eleven to twelve miles upstream from the City of Marysville, which will create a reservoir of one million acre feet gross capacity, of which 260,000 acre feet will be reserved for flood control. It is to be operated in coordination with New Bullards Bar Reservoir on the Yuba River and Oroville Reservoir on the Feather River. This operation, together with the downstream levee system, will provide a high degree of flood protection to the urban areas and to about 34,000 acres of improved agricultural land in the flood plain of the Yuba River. It will also contribute to the protection of lands along the Feather River below Marysville of some 120,000 acres and will supply an additional yield of 270,000 acre feet per year of high quality water and 250,000 million kilowatt hours of power for integration in the Central Valley Project Recreation and fish and wild life enhancement are other major benefits resulting from the project.

The project was initiated three years ago and Congress will have appropriated 2.5 million dollars through fiscal year 1971 for project planning. At the time recommendations for fiscal year 1972 were under consideration, five million dollars was considered to be the capability of the Corps of Engineers, which would have allowed completion of planning and initiation of project construction during 1972. However, the President's Budget contained no funds for the project, which means that it will be on the shelf on July 1, 1971 when funds heretofore appropriated are exhausted. This is a serious blow to the project and unless funds can be found to keep the planning and design work alive during the coming year, its outlook is dubious.

The Reclamation Board has the responsibility for seeing that the Sacramento River Flood Control Project operates effectively. The Yuba and Feather River levee systems are units of the Sacramento River Old Flood Control Project.

The Board has been and is concerned about encroachments into the floodplains of the Yuba and Feather Rivers. Operating under Division 5 of the Water Code, it has powers including police power to control those encroachments which would be

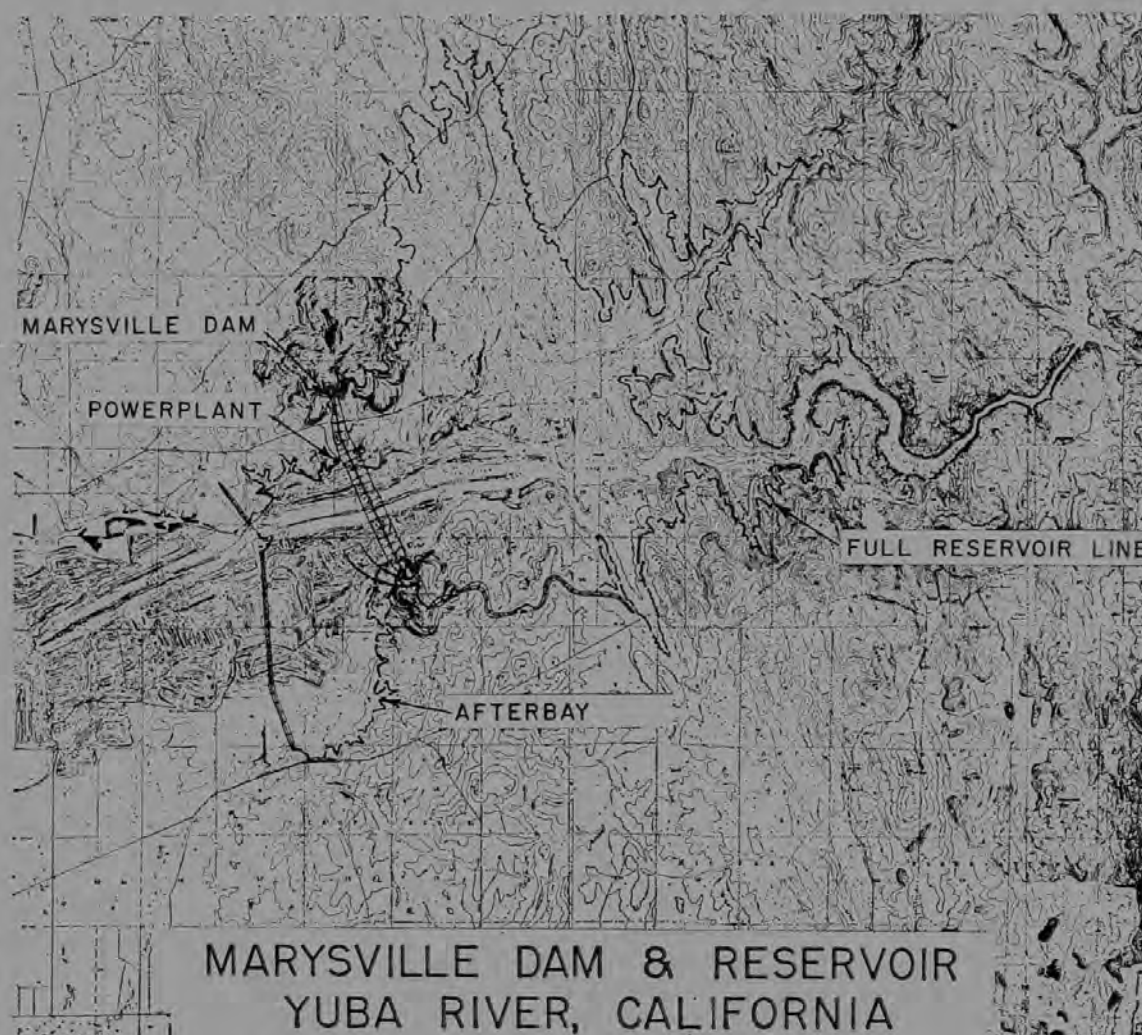
detrimental to the safe and effective operation of the flood control project. Included was the establishment of standards for removal of gravel material from the Yuba River so that such removal would not endanger the existing project levee system.

The State Reclamation Board has made a study of the waterway required to carry the design flood releases from Marysville Reservoir and will use the results of this study in acting on applications for encroachments within the area bounded by the project levees.

Marysville Dam and reservoir will have a direct impact on the Yuba River flows and on the City of Marysville. The easing of peak floodflows will take some of the pressure off the Yuba and Feather River Levee Systems.

Upstream flood control reservoirs and downstream levees each provide a certain degree of protection to the people and the lands adjacent to the rivers. Marysville and the communities of Linda and Olivehurst now have protection from the hundred year flood on the Yuba River. This has been true since New Bullards Bar Dam was completed. Marysville Dam and reservoir operated in conjunction with the New Bullards Bar Dam will provide Marysville and the surrounding area with standard project flood protection. The standard project flood is that flood that may be expected from the most severe combination of meteorological and hydrological conditions that are considered reasonably characteristic of the geographical area in which the drainage basin is located. The New Bullards Bar Dam reduce the peak flow of a standard project flood on the Yuba River at Marysville from about 280,000 cfs to a flow of about 195,000 cfs. The intermediate regional flood peak flows would be reduced from their present level to 165,000 cfs. With New Bullards Bar Dam in operation, floodflows which exceed the channel capacity of the Yuba River go from a frequency of once in 20 years to once in 60 years.

With Marysville Dam completed, the standard project flood on the Yuba River would be held to a flow of 120,000 cfs at Marysville. Marysville, New Bullards Bar and Oroville Dams would be operated so that high flows would be considerably reduced. In fact, they would be reduced so that the combined flow below Marysville would not exceed 300,000 cfs. The reduction of the Yuba River standard project flood from a flow of about 280,000 cfs at the vicinity of Marysville to a flow of 120,000 cfs is a very substantial reduction. You must remember though, that every action has an equal and opposite reaction. To reduce the standard project flood to 120,000 cfs means that the reservoirs will be fairly full and that maximum releases will continue for some period of time. This particular time period will be much longer than the period of peak flows without upstream flood control storage. The low lying areas in the floodplain will be subject to inundation for a longer period of time than without upstream storage. With the completion of Marysville Dam, the frequency of flooding will be well above in one hundred years for the standard project flood.



MARYSVILLE DAM & RESERVOIR
YUBA RIVER, CALIFORNIA

The completion of Marysville Dam will bring increased emphasis from local interests to develop the floodplain areas between the levees. The argument will be that with complete upstream storage there is no longer the need for such a wide-spaced levee system. We point out that even with Marysville Dam in there will still be need for much of the waterway that is presently between the levees. The possibilities are strong, however, that different uses may be made of that portion of the present floodway which is not needed to carry the maximum flows of 120,000 cfs. Since project levees bound this area, the Reclamation Board has jurisdiction over it. The Board will continue to control encroachments within the floodplain through the use of its application procedure and, if necessary, its police powers. The Board will give every consideration to those uses of the floodway between the levees which are compatible with the flood control project.

We trust that the local government will take the lead in controlling development within the present levees by wise use of county building and subdivision codes.

With respect to flood control, the operation of Marysville Dam in conjunction with Oroville and New Bullards Bar Dams will hold floodflows within the capacity of the levee system, both on the Yuba and Feather Rivers, and its impact will be felt as far as Sacramento. Upon completion of Marysville Dam, the people of Yuba City and Marysville will be able to sleep a little bit better on those winter nights when the river is running high.

THIS PROJECT WILL MEAN JOBS FOR THE MEMBERSHIP OF THIS GREAT UNION. WE URGE ALL THE MEMBERS AND THEIR FAMILIES TO SUPPORT THE CONSTRUCTION OF THE MARYSVILLE DAM AT THE EARLIEST POSSIBLE DATE!!

(See FREEWAY P. 12)

PERTINENT DATA FOR MARYSVILLE DAM AND RESERVOIR

GENERAL	
Location	Yuba River, California
Purpose	Flood control, power, water supply and recreation
Drainage area	1,324 sq. mi.
RESERVOIR ELEVATIONS (a)	
Spillway flood pool	345
Gross pool	340
Bottom of flood control pool	314
Inactive pool	240
Streambed	135
Normal tailwater	140
STORAGE CAPACITY	
Spillway flood pool	1,070,000 ac.-ft.
Gross Pool	1,000,000 ac.-ft.
Inactive Pool	225,000 ac.-ft.
Maximum flood control reservation	260,000 ac.-ft.
RESERVOIR AREAS	
Spillway flood pool	11,400 acres
Gross pool	11,000 acres
Inactive pool	4,600 acres
DAM AND APPURTENANCES (a)	
Type of dam	Earthfill with central impervious core
Maximum height of dam	215 ft. above streambed
Crest width	40 ft.
Crest length	12,000 ft.
Crest elevation	350 ft.
Freeboard	5.0 ft.
Side slopes:	
Upstream	1.0 on 3.0
Downstream	1.0 on 2.5
Low flow outlets	2 84-in. hollow jet valves
Spillway	7 42-ft. x 50 ft. radial gates mounted over agee crest
Release capacity of low flow outlets:	
At gross pool	2,500 c.f.s.
With maximum flood control reservation	2,300 c.f.s.
Release capacity of spillway:	
At flood pool	410,000 c.f.s.
At gross pool	340,000 c.f.s.
With maximum flood control reservation	100,000 c.f.s.
POWER FACILITIES	
Location	Right bank at toe of dam
Maximum head	200 feet
Minimum head	100 feet
Penstock	2—16-foot diameter
Turbines	2 Francis-type, 37,200 hp each
Generators	2—25,000 kw each
Afterbay dam and RESERVOIR (a)	
Location	Yuba River at Daguerre Pt.
Reservoir elevations	
Gross pool	140
Streambed	115 (finish grade upstream)
Reservoir storage at	
Gross pool	50,000 acre-feet
Type of dam	Earthfill with concrete river section and spillway
Height of dam	55 feet
Crest of elevation	160
Crest length	19,200 feet
Spillway gates	14—42-foot by 22-foot radial gates

Plans Now Complete

Novato Freeway Bypass Will Hit \$14 Million Mark

By AL HANSEN

CONSTRUCTION is expected to start next Spring on the 5.4 miles of Freeway Bypass in Novato. The \$14 million project should be completed by Spring 1974. In addition to improving transportation, the \$14 million project promises to provide a freeway that will improve the local environment. Plans are complete for this new 5.4 mile bypass that will help reduce congestion in downtown Novato and speed through-traffic around the city. All that remains is preparation of the contract for bids.

It is expected that the Route 101 bypass project will be advertised for contractors' bids as soon as funds become available. But, with current tight financing, it is not expected to be under construction before early 1972. Work should be completed by spring of 1974.

The first evidence of construction work noticeable by the motorist will be in the area from Entrada Drive, just south of the Ignacio Wye—the junction with Route 37 up to Rowland Boulevard. This section will be widened from 4 to 6 lanes and brought up to freeway standards. Construction on this 2-mile section may be the only major interference with normal local traffic. The bypass section contains all of the nine structures which account for \$5 million, or more than one-third of the estimated \$14 million total cost. These structures, mostly for interchanges, are what contributed most to making the new highway an effective usable thruway as well as providing three convenient choices of high-speed entrance or exist for downtown.

The Federal Highway Administration has provided a clean bill of health for the Novato bypass job by stating that "the project has been developed in such a way as to give detailed consideration to the potential impact upon the quality of the human environment."

STAFFORD LAKE PARK DEVELOPMENT will start shortly. Bids will be opened by the county on June 16th on the estimated \$120,000 first phase development of Stafford Lake, which has a September completion objective. There will be a new entry road from Novato Boulevard, entry signs, parking for 50 cars each in two half-completed parking lots and the present parking apron for fishermen will be turfed over. Goal is to complete the park in five years at a total acquisition and development cost of approximately \$500,000.

\$1 OR \$2 MILLION WATER BOND ELECTION AHEAD. The North Marin Water District may have a \$1 million or even a \$2 million general obligation bond election on the ballot come November, should its neighbor to the south, Marin Municipal Water District, decide to join it and the Sonoma Water Agency in a \$47.7 million aqueduct from the Russian River. Should Marin Municipal, which services southern Marin, decide to go for the three-agency project, North Marin would be "only \$2 million short" of paying its share of the tab. The bonds could either be for the first stage of development (entailing about \$1 million) or include the sec-

ond stage (adding another \$1 million.)

The \$47.7 million project to bring Russian River water to both Sonoma and Marin has been 10 years in the planning. Directors of North Marin Water District were "in the middle" of a hard sell when they met with the Sonoma County Water Agency and the Marin Municipal Water District to discuss the proposed Sonoma-Marina aqueduct. In effect, it told Marin Municipal to "get in on the ground floor now" or be out of luck (and maybe water) later.

THERE'S NOBODY LIKE YOU! BE YOU!—Listen to these words of Michael Quoist:

"Don't seek to live somebody else's life; it's just not you.

You have no right to put on a false face, to pretend you're what you're not, unless you want to rob others.

Say to yourself:

I am going to bring something new

into this person's life,

because he has never met

anyone like me,

for in the mind of God

I am unique and irreplaceable."

The human voice is used by two organizations in Omaha—"Guideline," and "Personal Crisis Service" to provide individual counseling for those who call for help. Sixty-four trained volunteers put callers in touch with agencies offering medical, legal and social aid. Their immediate, spontaneous sympathy and understanding has pulled many a distraught person back from the brink of suicide or a breakdown.

As one worker explained: "This is humanity at work in the gut position of really loving our brother. Is there anything more important than helping where there is no help?"

There is no substitute for words — and your willingness to listen attentively.

An enterprising factory foreman in Sheffield, Alabama, discovered a solution to a problem that had everybody else stymied. The job was to move a 100-ton piece of delicate machinery to a position 25 feet away. So Robert McDonald bought 100 pounds of bananas. The machine was tilted slightly by means of a hydraulic jack, and banana peels were spread out beneath it. Workmen were then able to slide the equipment to its new position without a hitch. For his efforts, he was promptly dubbed "Slippery McDonald."

If you have a willingness to break new ground, even at the risk of being criticized or laughed at, you may be surprised at the energies you release. There's no substitute for you!

"Openings" in Construction

About one-third of all skilled job openings which will occur during the 1970's will be for construction craftsmen. Some 132,000 openings are expected to occur each year as a result of employment growth and replacement needs due to retirements and death, according to the U.S. Department of Labor,

Freeway Start to Offset Hold on Low Compaction

By DAN SENECHAL, Business Representative

EAST OF THE FEATHER RIVER AND THE MOUNTAIN AREA

Baldwin-Dubach, a joint venture, is underway as of this writing, that will create five miles of new freeway south of Marysville. Baldwin's part of the venture will supply base material and paving from their Hallwood plant. Dubach will move the dirt. C. K. Moseman will do the structures. This project will be a real shot in the arm to the brothers employed by Baldwin, as their projects in this area have been quite small in the past few months.

Sutherland Construction of Auburn have been having their troubles on the Marysville Road Project east of Bullards Bar Dam. After completing two large fills, they were given the word that their compaction was much too low and would not pass. The project had to be shut down until the area dried out. What should have been a good early job for the brothers has turned out to be a hit and miss situation.

Highland Construction is back in the area for the first time since their clearing project at Bullards Bar. Highland is punching in three roads to the historic Feather Falls Trail. It is approximately two miles to the start of the Feather Falls Trail and then a three mile walk in to the falls. When the road is completed, the public will have an all weather road into the start of the trail.

Another good winter project has been completed by Mastelotto Enterprise, Inc. of Oroville. This seven months project saw long hours and had tough working conditions created by a massive slide that has plagued the Oro-Quincy Dam project.

By A. A. CELLINI, Business Representative WEST SIDE

Work has finally started in full gear in the area. None of the jobs are big, but they will get our brothers in the area working after a long, wet winter and spring.

James E. Byrnes has a sewer project for the City of Chico which will keep a few brothers working. West Valley Construction Co., Inc. of Los Gatos has two projects going in Chico. One at Chico State College and another job for the water district, which will keep six brothers at work. Also, on the same water district job, Walter E. Smith is doing boring under Highway 99E. The bore will be approximately 200 feet.

Huntington Brothers has a job which will be starting between Adler Springs and Elk Creek in the Mendocino National Forest area. This job will consist of the removal of four slides and some dirt work on the road. There will be 125,000 yards of dirt, about 67,000 tons of sub-base and 64,000 tons of black top. This work all resulting from storm damage.

Claude C. Wood Co. has some levee sites along the Sacramento River in Robbins area. A. Teichert & Son also have sites on the Sacramento River, but the levee work cannot get started because the river is still too high.

No Bid Price Quoted

Stolte Will Build Parking For Harrah's Stateline

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

On June 8th, Stolte Construction of Oakland, was awarded a contract to build a parking structure at Harrah's in Stateline, Nevada. The bid price was not released.

R. E. Ferretto Construction of Sparks at a price of \$130,828.24 was awarded a job at Clearacre and Wedekind Rds. in Reno. The work is for Nor-Vada Land Company and consists of site preparation and underground work on a 70 unit subdivision.

Nevada Paving Inc. of Sparks was low bidder on Nevada Highway contracts No. 1399 and No. 1400. Both jobs are near Carson City and consist of open grading. The combined total was near \$250,000.

On June 7th, H. M. Byars Construction of Reno was low bidder at \$209,556.45 on a 62 unit Townhouse Development for Howard Homes, Inc. The location of this project is the West End of Kings Row.

W. H. Ebert & Sparten Construction Corp. of San Jose, California were the low bidders on Trimont Land Company's Valley Siphon and Trunk Sewer Line Project. The low bid was \$684,000. No starting date has been set yet.

Highland Construction and the J. F. Shea Company have both finally moved back in on their Incline Village development units. They are most welcome back as they were both large employers of engineers last year and our out of work list still holds many names.

Perini Corporation on the Martis Creek Dam now has 29 Engineers working on day shift. They have new supervision from last year and they seem to be more interested in getting this project completed on schedule than their predecessors.

A. Teichert & Son have kicked-off the road job at Martis Creek also. They have the detour complete now and are beginning to move dirt. This job went for about \$600,000 and should last 3 months.

Rust Engineering at McGill, Nevada is underway with their remodeling of the Smelting Plant for Kennecott and they are about 3 weeks along with the project, which will last approximately one year.

Helms Construction Company at Thousand Springs, Nevada has started their portion of the project since the weather has cleared and dried that area out. They will have about 20 Brother Engineers on this project.

Helms Construction Company on their Elko East job is finishing up their type No. 1 gravel and are starting their paving crew in about a week. This job employed approximately 18 Engineers.

Helms Construction Co. Elko West job is finishing up the West Bound Lane and this line will have to be finished before they can start on the East Bound Lane. Their crusher is running 2 shifts and this project should be finished sometime next Spring. It employs approximately 24 Brother Engineers.

Parsons Construction Co. on the North Fork Job has Savini Construction Co. as their sub-

contractor on the pipe work. This job has been underway for about 2 weeks. The bid was for around \$900,000 and they are looking for a completion date of the middle of next summer.

Parsons Construction Co. in Winnemucca is currently laying gravel on the West Bound Lane. They are setting up their brand new Cedar Rapids Hot Plant. This project also has a CMI Blade, which is a new piece of equipment for this area and seems to be working out real well. It's the automatic type. We will try to have pictures of this machine in the next issue. This job is about 50 per cent complete.

Ferretto Construction Co. is currently working on a Trailer Park on Boyington Lane and two other housing projects in the Reno-Sparks area.

Helms Construction Co. currently has a job running on Truckee Lane which is a housing development and their crushing plant at Helms Rock & Sand is running two shifts. They have a small job at the Fallon Naval base and a lot of small jobs around the Reno-Sparks area. Helms in the Reno area is employing approximately 78 Engineers.

Frehner Trucking Co., on the Sutro-Wells Overpass is approximately 50 per cent complete. They have also landed a job on Boyington Lane which will begin around July 1st. This job was bid for around \$1,000,000.

Nevada Aggregate in Reno is currently going two 12 hour shifts, on a crash program due to the fact that there is so much concrete being poured in the Reno-Sparks area. This company has 20 Engineers.

Helms Construction Co. on the 395 North is currently progressing satisfactorily. They will be ready to start laying type No. 1 gravel in about a week. This project is looking for a completion date of the middle of next year.

Bullion Monarch and Selco Corporation, in a joint venture, announced the beginning of a three million dollar exploration program in Elko County, Nevada. Northern Nevada is now the largest gold producing area in the United States and it is anticipated that this exploration program will add to Nevada's gold production.

Negotiations between the Anaconda Copper Company and its employees will begin June 15, 1971. The contract expires July 31. The members of the four unions, which are members of the Nevada Industrial Council, have submitted their proposals and are anticipating a fair and equitable contract settlement.

We would at this time like to express our appreciation to the mining companies in Local No. 3, District No. 11 area, for furnishing summer employment for about 200 students. Over a four year period, a student working the summer months in one of these mines will have a gross income of about \$9,000. This is almost enough to pay for their education.

Standard Slag Co. is in the process of phasing out their mining operation near Yerington, Nevada. This iron ore producing property has employed about 30 Operating Engineers for the past 18 years. Most of these employees have been offered the opportunity to transfer to another location.

Private Work Helps Cause in Santa Rosa

By RUSS SWANSON and BOB WAGNON

With the middle of the season upon us, in spite of a very slow beginning, things are looking better each day.



Russell Swanson

The government cut-back of highway and construction funds means that this year will in no way measure up to recent years in anticipated work, however, private work is taking up part of the slack.

NAPA COUNTY—The work situation is very light this year, with only one county road job being done by Huntington Bros., and some sub-division and mobile home work being done by Slinen Construction Co. of Napa, who has been able to keep most of its old employees busy doing some private work.

LAKE COUNTY—Activity in this area, we are happy to report, is somewhat brighter. The Gordon H. Ball Co., doing the Lakeport freeway, has all the dirt moved and the structures complete but have a large amount of finish work to do on this nine (9) miles of four (4) lane freeway. A Teichert & Sons will be doing the paving on this job and should have their new 10,000 pound hot-plant up in the very near future. Lange Bros. Construction of Lakeport, is coming along fine on the Indian Valley access road in northeastern Lake County. The bid on the Indian Valley dam was scheduled for August bid but has now been postponed until January 1972. This will be about a 9.5 million dollar project. Lange Paving has finished the over-lay on Highway 20 and has moved to "cooler pastures". Fort Bragg, which is only about 40 degrees cooler.

MENDOCINO COUNTY—With another good year at Brooktrails in Willits, California, A. Teichert & Sons, after a slow start due to moisture in the ground, among other setbacks, is really making sub-grade now. The dirt was moved in the year of 1970 and the finish work is being done this year. There are approximately thirty (30) miles of streets to be sub-graded, base rocked and paved, all of which is being done under the capable supervision of Jim Marks, who feels they "can-do", weather permitting. Best of luck, Jim!

Over at Westport, twenty (20) miles north of Fort Bragg on Highway 1, "where you can spit in the ocean", the Peter Kiewit Co. is doing a section of realignment of the highway. Coming along fine! Expect to be finished this summer. At Point Arena, on the southern Mendocino County coast, the proposed P. G. & E. Atomic Energy Plant, which hopefully was going to give us some work this year, has been held up temporarily, as it seems the conservationists have won Round #1, according to P. G. & E. representatives we spoke with.

SONOMA COUNTY—Santa Rosa is "coming up in the world" with two high rise buildings under construction, both having tower cranes atop them. One, a place to save your mon-

ey in, is a nine (9) story building being done by Perrotti Construction and the other a fourteen (14) story job, for retired folks, being done by Todd-Hathaway, JV. One way to "get to the top" in Santa Rosa is to retire and move into the new quarters.

A lot of activity going on in and around Santa Rosa—Siri Const. Co. is quite busy on four (4) road jobs, plus setting up its new 8,000 pound standard hot plant and crushing operations on the Russian River. After numerous starts and stops at the hot plant the asphalt is really pouring out now.

Argonaut Construction has picked up four (4) new jobs in the Santa Rosa area, so they should have a good year. Wise & McGinty are working on the Sonoma County dump and on the Piner Road job, keeping quite a few engineers busy. Several sub-divisions and mobile home sites are getting started, helping to make jobs for the Brothers. The Warm Springs Dam project, being done by Plombo Construction, was slow for awhile due to a shortage of government funds but will get going full blast again after the fiscal year.

We would like to take this opportunity to thank all the Brothers who were in attendance for the marvelous turnout at the last District Meeting held in Santa Rosa.

Until next time, remember, **SAFETY IS OUR MOTTO!**

Traffic Safety Projects

Fifty-eight traffic safety projects are planned for California this year in hope of reducing our motor-vehicle injuries and deaths, according to the National Automobile Club.

Skidding in wet weather, for example, endangers a good number of motorists. One type of project, then, involves the grooving of pavement to reduce skidding accidents.

Other projects include revising highway and freeway intersections, realigning curves, and constructing left-turn storage lanes.



By GUY JONES

Most crews are waiting for work to break, with the exception of Basalt Rock. Most companies involved in dredging have most of their equipment in the various yards either for repairs or waiting for something to break.

Olympian Dredging Company's work is slow. Their dredge "Monarch" has been doing levee work up the Sacramento River.

Smith Rice Dredging have been successful bidders on three small mud barge jobs. This has been keeping their crews together.

Leslie Salt Company is continually working to help keep

Local Members Run Moffett Wind Tunnels

(Cont. from Page 6)

and Jack Curtis and this writer. The other two stewards in the Foil Plant are Johnny Brown and Bob Dye, Cal Ferrigno is steward in the Cement Plant.

In addition to these negotiations, the Quarry members have met with the Quarry committee, and we have tentatively agreed on a seniority plan. The plan incorporates both plant and equipment seniority.

This was a different agreement to come to. It involved compromise and understanding among a wide group of members, with seniority ranging from over 25 years to less than one year. There was a cut back in Saturday overtime in October, 1970. This made agreement even more difficult. When we met to vote on this crucial question, the vote to accept was unanimous.

The true meaning of the word "Union" was expressed at that meeting, when each gave for the welfare of all. Congratulations, gentlemen, you really showed some class!

The members in the Foil Plant have been working in the same spirit of cooperation. We had a problem that required a little "soul-searching" in mid-June. That problem was satisfactorily resolved, and we are achieving a real unity of purpose.

An agreement soon to be negotiated is Clark Equipment. Hjalmar Kauppi, the wild-eyed Finn, is steward at Cook. Don Foster is foreman. Other brothers include Cliff Daniel, Jack Woods, Nick Ackel, Vernon Frietas, Robert House, and Raymond Cruse.

Another interesting contract now completed is ARO, Inc. at Moffett Field. Did you brothers know we run the wind tunnels at Ames Research? Some of the members are "Pappy" Thrasher, Marv Junkins, John Cole, Bill Dougherty, and Brother Terry Fish. Dick Kutsch is still off with auto accident injuries.

OFFICE HOURS: Don't forget brothers, the San Jose Office is open from 6:00 p.m. until 8:00 p.m. every Wednesday evening.

(See MORE SAN JOSE P. 16)

Dredging



By GUY JONES

its levees in shape—so their crews are not too hard pressed at this time.

Basalt Rock have four floating barge cranes working around the Delta placing rock on the river levees. This job is a one-shift operation.

Shellmaker Dredging Company has a few weeks left on their Santa Cruz Yacht Harbor job. This has been a good job for the brothers—we are sorry to see it finished.

Kiewit Dredging have finished their Pier 95 job. Dredge "Big 10" and dredge "Sandpiper" are in their yard for repairs at this writing.

Military Housing Unit Due Start in August

By CLAUDE ODOM, BOB MERRIOTT and HAROLD SMITH

A contract of \$4,297,347 was awarded to William Lyon Development Co. of Santa Clara for construction of 250 military housing units near Atwater.



Claude Odom

Work will begin some time in August with completion scheduled for the Fall of 1972.

A \$111,770 contract was awarded to Allied Paving of Fresno for an auto and pedestrian crossing at the Fresno County Fairground. This will allow cars and pedestrians to cross under the present race track on the north end to Highway 180. There is approximately 70,000 yards of dirt to be moved.

Haskell Construction of Fresno has started their sewer job for Better Homes, Inc., and Valley Excavation of Fresno has started black topping the Senior Citizens Village.

The Martin Co. of Coalinga was awarded a contract of \$13,124 to pave various streets in the Fresno Mayfair subdivision.

C. W. Woods & Sons have started their job at Wishon. At present they have two dozers and a blade on the job with more equipment to come. This job should last until the middle of September.

F & M Engineering at Boise, Cascade have just about got all of the sewer and waterline in. Thomas Construction is just behind them with the sub-base and Flintkote is following Thomas Construction with the paving. Unless another contract is let, they will all be done sometime in July.

G. H. Ball on the Master Drain at Los Banos has about 45 engineers working. They have started the second shift on the trimmer. They can't start paving until part of their batch plant finishes at Gohen.

McGuire and Hester has all the dirt moved on their Highway 33 job at Dos Palos and have started the paving.

The Federal Highway Agency is asking for bids on a contract to put another inch or so of asphalt concrete atop the material that already has been laid for the new Tollhouse bypass via Forest Highway 48.

This is the section of an eventual freeway upon which work was started in 1962. Planning for it got under way in the 1950's. Because of the fierce competition for federal funds among all of California's national forests for road work, progress on FH 48 has been slow.

It has taken nearly eight years for engineers to hack the 7.1 mile section of new thoroughfare between the Pine Ridge School westerly to a point near Lodge Road. Last year, because of a scarcity of funds, enough money only was available to put down a "token" blanket of asphalt along the entire stretch. The contract will top off the paving, add guard rails, signs and other safety features and hopefully, have the new section of high speed highway opened late this fall or early summer.

The price range for the project is between \$500,000 and \$999,999. The successful bidder will have 100 calendar days to complete the job which will get started soon after the bid opening date of July 8.

This 7.1 mile section of new highway is only the first of a proposed freeway which will stretch to Shaver Lake.

The Hatich Corp. on their Interstate 5 job on the West Side has moved their batchplant and paving spread north to Shields Avenue. They will begin paving from the north end. They have approximately half of the paving finished. They also have a finish spread back on the shoulders getting ready for the asphalt paving. This job has approximately 80 engineers working.

W. E. Brewer, Inc. of Fresno was low bidder at \$297,544 for reconstruction of about four miles of Mt. Whitney Avenue between Lassen Avenue at Five Points and Howard Avenue some 35 miles southwest of Fresno.

ARB Pipeline Construction Co. is busy on their pipeline in Porterville on the Olive Avenue preliminary work before Madonna Construction moves in to do the dirt work and paving.

Madonna Construction was awarded a contract of \$510,297 for widening West Olive Avenue from H Street to Highway 65.

J. M. Covington is almost finished with their job on Goshen Avenue in Visalia. They are getting started on their Avenal job where they have 42,500 feet of 12' waterline from the San Luis Canal to Avenal through rough country.

Hubbs Equipment Co. has a small crew working on their job at Sherman Pass in southeastern Tulare County. The U. S. Forest Service will be calling for bids on another 3½ mile section as soon as this job is finished.

North Coast

(Cont. from Page 6)

eliminate the bothersome Truttman Sink. The project includes realigning approximately 2 miles of Hiway 101, along with clearing, grubbing, grading base and surfacing. The present highway being eliminated in the construction is a substandard two lane road with an extremely active slide. Realignment will cut high maintenance costs and a potential danger to the traveling public.

Mercer Fraser Company of Eureka was low bidder on the new Indianola Road project. The price here was in the amount of \$241,460.

Blasi Construction of Healdsburg is moving in on their Highway 36 project near Carlotta. This is another small job in the amount of \$179,778 and should furnish employment for a few of the Brothers until mid-September.

Lange Bros of Lakeport have started their Alderpoint job. This is a cat and can job in the amount of \$189,339.

WORK OUTLOOK—Brothers, at this time the work situation on the North Coast is not good as we still have a sizeable out of work list. It would be some consolation to say we are at least holding our own but this

(See NORTH COAST P. 16)

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:

Ashe, William (Eulalia, Wife)	6-24-71
12577 1/2 Adalphia, San Fernando, Calif.	
Bullard, C. E. (Amy, Wife)	6-29-71
350 Brownlee Lane, Sparks, Nevada	
Cabral, George (Shirley, Wife)	5-21-71
84-564 Farrington Hwy., Waianae, Hawaii	
Caliyo, A. B. (Diana)	
P. O. Box H. Agana, Guam	
Chinna, Sadao (Matsuko, Wife)	6-15-71
44-748 Malalani Street, Kaneohe, Hawaii	
Cooper, Romaine (Allie, Wife)	6-6-71
Rt. 2, Box 6210, Ukiah, California	
Correia, J. (Rose, Wife)	6-2-71
173-E. 5th Street, Lincoln, Calif.	
Davis, Limuel (Ivy, Wife)	5-31-71
1427 "F" Street, Eureka, Calif.	
Dennis, Robert (Ruby, Wife)	6-5-71
1513 Keesling, San Jose, Calif.	
DeWitt, Richard (Pearl, Wife)	6-10-71
4028 N. San Joaquin, Merced, Calif.	
Eoff, Guy (Aletta, Wife)	6-16-71
1090 Emery Street, Salt Lake City, Utah	
Farnum, Donald (Ethel, Wife)	6-11-71
P.O. Box 3233, Redding, Calif.	
Hartman, Richard (Josephine, Wife)	6-6-71
1905 Fern Street, Honolulu, Hawaii	
Johnson, Melvin E. (Lucille, Wife)	6-22-71
215 Wentworth Avenue, Salt Lake City, Utah	
Keithley, Francis (Kenneth, Brother)	5-22-71
2366 Wyda Way, Sacramento, Calif.	
Keller, Garnard (Connie, Wife)	6-3-71
3231 Hammer Avenue, Narco, Calif.	
La Bare, Edwin V. (Barbara, Wife)	6-24-71
5686 Brookhurst Way, San Jose, Calif.	
Landes, Les B. (Lewis E., Son)	6-11-71
651 N. Tuxedo Avenue, Stockton, Calif.	
Latham, Ralph M. (Lois, Wife)	6-15-71
2355 Atwater Blvd., Atwater, Calif.	
Latino, Armand (Rosemary, Wife)	5-16-71
831 East 1st, Stockton, Calif.	
Layne, Jim (Blanche, Wife)	5-30-71
Box 452, Lincoln, Calif.	
McComb, Dan (Lottie, Wife)	5-24-71
1586 - 22nd, Ogden, Utah	
McCully, A. B. (Mary Campbell)	6-14-71
1902 Mayfair Drive, East, Fresno, Calif.	
McElroy, Eugene (Lois, Wife)	6-9-71
P.O. Box 209, Quincy, Calif.	
Metter, Erwin (Jacob, Father)	6-13-71
631 E. 12th Street, Oakland, Calif.	
Moffatt, Eugene (Virginia, Wife)	6-11-71
1732 Salmon Creek Road, Redding, Calif.	
Murray, R. B. (Marie, Wife)	6-7-71
P. O. Box 68, Fiddletown, Calif.	
Nahava, Myrel (William)	6-6-71
18006 Almond Road, Castro Valley, Calif.	
Pingree, Francis E. (C. E. Pingree)	6-16-71
3523 "I" Street, Sacramento, Calif.	
Rorie, Andrew (Nola, Wife)	6-19-71
1822 Linda Avenue, Marysville, Calif.	
Schalow, Frank (Brenda and Rebecca, I)	6-8-71
336 Jersey, San Francisco, Calif.	
Sharples, Fred (Iris, Wife)	6-20-71
3220 So. 1530 East, Salt Lake City, Utah	
Stilson, Orson D. (Roxcile, Wife)	6-16-71
697 So. 700 East, Springville, Utah	
Thomason, George (Leah, Wife)	6-7-71
903 W. Pontiac Way, Fresno, Calif.	
Watts, Vollie (Winnie, Wife)	6-9-71
637 E. Jackson Street, Stockton, Calif.	
Woodyard, William (Elizabeth, Wife)	5-29-71
19930 - 5th Street, West, Sonoma, Calif.	

DECEASED DEPENDENTS

Arwin, Norma Lee—Deceased May 24, 1971
Deceased Wife of Thomas Teal
Burgess, Cyelia—Deceased May 19, 1971
Deceased Wife of Jack Burgess
Czech, Edna M.—Deceased May 21, 1971
Deceased Wife of Edward F.
Landells, Randi Lee—Deceased May 8, 1971
Deceased Step Daughter of Michael Stack
Pickel, Pauline Ina—Deceased May 17, 1971
Deceased Wife of Don L.
Pigone, Rosetta—Deceased May 27, 1971
Deceased Wife of John
Teal, Ena M.—Deceased May 24, 1971
Deceased Wife of Thomas
Terry, Esther—Deceased June 5, 1971
Deceased Wife of Thomas

Union Valley Dam Raise Bid Let

By: R. WILSON, District Representative; AL DALTON, AL SWAN, BOB BLAGG, Business Agents.

Teichert & Sons and Guy F. Atkinson are doing the paving of the Hiway 50 Bypass. Hahn Construction is still working on Sunrise Shopping Center at Greenback and Sunrise Lane. Gordon H. Ball is moving right along on the Folsom South Canal. Western Construction has the second reach on the Folsom South Canal and doing very well. Rancho Seco has slowed down on some phases. Bechtel is going strong at Rancho Seco. Campbell Construction has four or five separate projects throughout the area. Granite Construction has fourteen small jobs in the Sacramento Area. Guy F. Atkinson and Granite Construction have a small widening and overlay job in downtown Sacramento. Gibbons & Reid are clearing the right of way in the Hiway 80 job and getting along fine. Welch has started the conversion tunnel on the Auburn Dam. Willamette-Western is starting to move in their equipment to continue the work on the bridge across the American River on Hiway 49 at Auburn. Teichert & Sons has ten or twelve small projects going on in the Sacramento area.

In the Mountain Area a \$623,000 contract to raise the height of the Union Valley Dam has been awarded to Carl W. Olson & Sons of San Mateo by Sacramento Municipal Utility District; Olson's bid was the lowest of six bids. The contract calls for increasing the height of the Union Valley Dam an average of three feet and in-

creasing the flow capacity of the spillway more than 100%. The work became necessary after the State Department of Water Resources Safety of Dams Division reevaluated the maximum of load potential after the extra high runoff in a 1964 storm. Union Valley Dam is the largest in Smud's American River Project and backs up a 2,300 acre lake in the center of the Crystal Basin recreation area. Work on the dam will not increase the lake's size, but will only insure that waters of the maximum flood potential will flow through the spillway according to Smud officials. The directors of the district have appointed John I. Mattimoe assistant general manager and chief engineer succeeding Paul Shoad, who recently retired. Mattimoe, who has been with Smud since 1956 was first in charge of hydroelectric construction and thus became well known in El Dorado County. More recently he has been chief engineer.

Claude Woods Company is back to work in the Sly Park Housing Project. Also they have a few small contracts throughout the Pollock Pines and Hiway 50 areas.

Fall opening is seen for Woodland Center. Shopping complex is underway on a seven acre site at West Court and West Streets.

The 84,300 square foot center, developed by S.D.C. Inc. of Newport Beach, Orange County, is scheduled for completion this fall.

Ernest W. Hahn Inc. of Hayward is building the AG&Y and Lucky Stores; Metro Construction of Los Angeles is erecting the Thrifty building and S.D.C.

Construction Inc. of Newport Beach is building the satellite shops.

\$12.5 million dollar bid: Two file joint offer to build community center. A team of Sacramento and San Mateo contractors has submitted the apparent low bid: \$12,512,000 for construction of the Sacramento Community Center, the largest single locally financed public project ever attempted in this county.

Nielsen-Nickles Company of Sacramento and Carl W. Olson & Sons of San Mateo submitted the bid for the three-building complex on the blocks bounded by J, L and 13th and 14th Streets.

The bid was broken down into an \$11.7 million dollar base bid and about \$800,000 for five groups of other features for the complex which could be added to the basic convention facility if money is available.

Florin South Center will open in the Fall: Construction is underway on the \$600,000 Florin South Shopping Center on Florin Mall Drive opposite the main entrance to Florin Center.

The 29,700 square foot complex includes three buildings linked by wide walkways and landscaping that emphasizes shade trees and an illuminated parking area that will accommodate 152 automobiles.

Sheaffer and Associates, Inc. has been added to the expanding Murray-McCormick Environmental group of Sacramento. The Sheaffer Organization will do business as Murray-McCormick Aerial Surveys, Inc. and will be at its Executive Airport location, with Dan Rodman as general manager in charge of national marketing.

RMTC Can Increase Your Skills

By WALTER TALBOT, AL McNAMARA and BOB SHEFFIELD

RANCHO MURIETTA—The placement of engineers to various jobs has improved somewhat this past month, and in some instances, we have found it necessary to call out of the area for certain classifications of operators. Conversely, other classifications, that are having little or no demand, show no appreciable change on the out-of-work lists. This situation, we believe, should cause enough concern for those still unemployed to check with the dispatchers and find what classifications are most in demand. If these happen to be jobs that you are not qualified to perform, we suggest that the engineer improve his skills by availing himself of the training and retraining program at Rancho Murietta. It should be apparent to everyone by now that as the demand for trained employees in the industry keep changing, so must the employee keep changing and improving his skills.

EMPLOYERS — Claude C. Wood Co. of Lodi was the employer most responsible for the improvement in dispatching engineers this past month. Their job at Arnold, West Lane, Lodi Lake area, Highway 88 and

other locations pulled forty engineers off our out-of-work list plus several recalls.

Syar & Harms, sub-contractor for Murphy-Pacific Enterprises, who have a contract to furnish base material and to pave with concrete and plant mix on Interstate 5 at the Mossdale Wye, employed thirteen engineers.

Other employers hiring operators during the past month were: H. Earl Parker, 6; T & T Trucking, 5; Granite Stolte, 4; W. W. Vernon Co., a new employer, 4; American Bridge Co., 4; Murphy Pacific Enterprises, 3; S. M. McGaw Co., 5; Gordon H. Ball, 8; Huntington Bros., 5; Parrish, Inc., 4; Rolland Sutton, 1; Teichert Construction, 4; Clow Crane Service, 1; Ritchey Miller Del, 1; Levin Metals, 1; George Reed Co., 3; All Points Backhoe Service, 1; Concord Engineering, 2; Valley Steel, 1; and Geo. Schuler Co., 1.

CONTRACTS — Nearly all the contracts under this past month were let \$100,000 and were numerous and scattered throughout the district. Only two jobs exceed this amount, one for the bridge widening contract that was awarded to Teichert Construction on Wilson Way in Stockton for \$158,634 and the other to A. and H. Construction of Livermore for the resurfacing of the Escalon-Bellota Road for \$143,411.00.

The contract that was awarded to R. L. Thibodo Construction Co., of Vista that was reported in an earlier issue of the News for the extension of city sewers through the recently annexed McKinley School —

Moss Gardens area will be done entirely by Three D Construction Co. of Los Angeles. The project is now in progress at the same bid of \$896,567.

The jobs in the Modesto area are the same as Stockton, in that most all of them are under \$100,000. Successful bidders for these projects were B. G. Engineering Contractors, George Reed, Inc., Rutan Co. of Santa Cruz and Flinkote Co.

PROPOSED PROJECTS, that will create jobs for those engineers working out of the Modesto office, will be the realignment of the Stent-Jacksonville Road, where an agreement has been reached to construct for \$3.4 million. The realignment is needed because the New Don Pedro Reservoir will flood part of the existing route.

The State Department of Public Works called for bids on the \$14.5 million project, constructing a six-lane freeway bypass of Turlock on Highway 99. The 8.4 mile section, set to begin construction later this summer, will eliminate the last city street section on Highway 99 in the San Joaquin Valley. This project was to have been bid earlier this year, but was delayed because of the temporary suspension of the Davis-Bacon Act.

A resurfacing contract will be let by the State July 14 for approximately \$465,000 to resurface existing roads at various locations in Calaveras, Merced, San Joaquin and Stanislaus Counties.



Walter Talbot

Personal Notes

RENO

We wish to extend our deepest sympathy to the friends and families of the following brothers:

Maurice Cole—Accidental death—May 6, 1971. Clifford Carr—Accidental death—May 31, 1971. Louis Anelli, son of Brother Joseph Anelli—Accidental death—May 23, 1971.

Brother W. Scroggin is still in Washoe Medical and doing well. We are sure he would appreciate a visit or card from some of you brothers.

Brother Joe Hopkins, recovering from an industrial accident, suffered a heart attack and is in Washoe Medical.

Brother Lee Cooper is recuperating at home from his recent automobile accident.

We wish them all a speedy recovery and hope to see all these Brothers up and around shortly.

STOCKTON

Our deepest sympathies are extended to the families and friends of departed Brothers Vellie Watts and Leo B. Landes.

Brothers D. D. McKelvey, Edward Knutson, Lee Bond, Harry Gibson, Lee Gates, Patrick Fraley, Glenn Johnson, Merle Isbell, and Charles Wingo were either hospitalized or under a doctor's care this past month. A speedy recovery is wished for all.

SAN JOSE

Our thanks to the following Brothers for their blood donations: John W. Ahern, Stanley Derrickson and Bob Sandow.

We would like to extend our sympathies to the family of our deceased Brother, Robert Dennis.

SANTA ROSA

We wish to extend our deepest sympathy to the family and friends of Brother Romaine Cooper who just recently passed on.

It is our deep regret in having to report the passing of Brother William Woodyard. Bill worked many years for A. Teichert & Sons as a gradall operator, and also worked on floating rigs on the Sacramento River. He was a former Executive Board member for the Sacramento District, until illness forced his retirement and his subsequent move to Sonoma, California. Our sincerest condolences are extended to his family and friends.

Don't forget—KEEP MAKING DEPOSITS IN THE BANK! THE BLOOD BANK, WE MEAN. THE MORE WE HAVE, THE BETTER WE ARE ABLE TO HELP THE BROTHERS AND THEIR FAMILIES.

FRESNO

We wish a speedy recovery to Brothers Floyd Forhan and Gilbert Phillips. Both have been in the hospital. Also, to Brother Albert Bresciani who has been under the weather.

We would like to express our sympathies to the families and friends of Brothers George Thomason (Retired) and Richard DeWitt, who recently passed away.

SAN RAFAEL

We are very happy to receive a letter from Private Greg Ghilotti who is at Fort Belvoir, Virginia, in the Engineer Equipment Maintenance School there, and learning what makes the Rigs "Tic." He is grateful to Local 3 for sending the "Engineers News."

Best wishes for a speedy recovery to following members reported ill: Brothers Floyd Smith, now out of the hospital and recuperating at home; Joe Silva, at home recovering from a sore toe; Jim Hardin, Lawrence "Pineapple" Tavares; Lyle Gilson.

Our deep sympathy to Brother Paul Warne in the recent loss of his father.

REDDING

Our deepest sympathies go to the families and friends of Brother Eugene Moffat and Donald Farnum who passed away this month.

Best wishes for a speedy recovery to:

Francis "Buster" Hampe
Truman Blunkall
Wm. "Blackie" Grove
Phillip Brown

Frank Hays
Ken Omsburg
John Sell
Paul Lachney
James Riddle

MARYSVILLE

Brother Joe Martin is presently at the Veteran's Hospital in Martinez. We hope he will have a speedy recovery.

Brother Oland D. Rogers had a heart attack on May 22 and is at the Community Hospital in Chico. He expects to come home in the near future, and requests his many friends to call and say "hello."

Brother Tom Inman is in the Intensive Care Ward at Fremont Hospital in Yuba City suffering from another heart attack. No visitors, please, at this time.

Brother Brad Hulse, from Tenco Tractor Shop at Pleasant Grove, is back on the job after his recent accident.

Brother G. W. Stuart is home from the hospital after his operation and getting along fine.

Brother Edwin Williams, Chico, is presently on the disabled list and recuperating. He says it is good to be home with his family after Vietnam, and to tell all the Brothers "hello" for him.

We are sorry to report the following Brothers who have passed away this past month in this district. We want to express to the families our warmest sympathy: Brother Don Wilks, Brother Gerald Totten and Brother Robert McMaster.

The following have donated blood to the MARYSVILLE DISTRICT 60 BLOOD BANK during the past month: Ralph Ellis and Raymond Dolce. We want to express our appreciation to those who have donated blood. See MORE PERSONALS Cols. 4 & 5

SWAP SHOP CORNER: Free Want Ads for Engineers

RETIRED HEAVY DUTY MECHANIC has full set of tools for sale all descriptions Powers, 906 Donaldson Way, Vallejo, Ca. incl. removers, porta power with box. W. 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. Haslauer, 12964 E. Tokay Colony Rd., Lodi, Ca. 95240, phone 931-0781, Reg. No. 094408. 5-1.

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

TL-20 LORAIN 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. 0608058. 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" 4 ft. Pengo 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 Wadell Lane, Arcata, Ca. 95521. Phone 707-822-3354. Reg. No. 1212613. 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. 0608058. 5-1.

PERMANENT POWER POLE, 25' creosoted, 100 amp service, breaker box, 110 & 220 outside connections. \$750. John Franklin, 6491 Dublin Blvd., Dublin, Ca. Phone 828-7191. Reg. No. 1076473. 5-1.

1967 F250 FORD PICK-UP, V8, 4-spd. utility boxes plus 1967 10 1/2 ft. cabover camper. Sleeps six, boat, extendable bumper w/ foldup step. O. M. Taylor, 2620 Kennedy St., Livermore, Ca. Phone 447-4074. Reg. No. 0899480. 5-1.

FIVE ACRE MOBILE HOME or building sites nr Redding in water dist. Phones, elec. 300 dwn., 35/month. Phone 916-396-2379 or write M. W. Keltner, Box 33, Ono, Ca. 95072. Reg. No. 1154230. 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 SPORTSMENS canopy bed pick-up bed, 17' deep 50" wide, 6 1/2" wide, 6 1/2" long, \$85. Cost \$300 now. Phone H. D. Cooper, 878-0982 or write Box 487, Applegate, Ca. 95703. Reg. No. 0292566. 5-1.

FOR SALE: 2 DUPLEXES (4 UNITS) on Inter. No. 5, Yreka. \$40,000, assume \$30,000 at \$690. Income \$420, pay \$260. All rented. R. S. Rodibaugh, 4309 Lorren 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 ELDORADO 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. No. 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. 1142681. 5-1.

SELL OR TRADE FOR LAND, FORD No. 4000 front loader, rear scraper. All hyd pow steering 1963. Very good shape. \$2000. Phone after 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. Rodibaugh, 4309 Lorren Dr., Fremont, Ca. Reg. No. 0523237. 5-1.

FOR SALE OR TRADE: 30 TON SMITH BALL MILL, Wilfley concentrating table, 30 kw diesel power plant, 75 hp 3-phase, 25 hp 3-phase & 15 hp 3-phase motors; jaw crusher. All for \$3,509 or trade for backhoe equal value. G. Williams, P.O. Box 183, Weaverville, Ca. 96093. Reg. No. 1113007. 5-1.

FOR SALE: BELLANCA AIRPLANE, model 14-19, 190 Lycoming eng., Mark 10 radio, ADF, very clean. Phone 707-763-2514 evenings & weekends. \$5,950. J. Graves, 728 1 St., Petaluma, Ca. 5-1.

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.

390 FORD ENG. 3 SPD std w/cd. \$75. 5000 lb. compressor for scuba tanks with 7 1/2 HP 3 PH \$150. 15 gal. LPG tank with regulator \$50. 3 1/2" 8 buds, fires & tubes, \$5 ea. 209-453.7305. Reg. No. 1208766. 5-1.

FOR SALE: TWO ACRES IN EL DORADO County. Check on this if interested in good min property. P. O. Box 19385, Sacramento, Ca. 95819. Reg. No. 0509731. 6-1.

FOR SALE: CLEAR LAKE RIVIERA VAL. LEY view lot w/club membership. Golf, swim, tennis, fish, sailing, wot, 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, 37" bet. wheels. Steel deck, single axle, 1100 bed, vacuum brakes. New 1000x20 12-ply tires. \$795. J. Arndt, 2042 Orihella Wy., Santa Clara, Ca. 248-0105. Reg. No. 1466470. 6-1.

BOAT FOR SALE: 14' RUNABOUT, 35 HP Johnson, Fiberglass over wood; Lil Due tilt trailer, skis & life jacks. \$500. Jim Dalah, 2328 Orleans Dr., Pinole, Ca. 94654. 415-758-0765. Reg. No. 0394370. 6-1.

WANTED: OLD TIME ONE TWO CYL. INDER GAS ENGINES, also 3 1/4" air impact wrench. J. C. Willis, 12520 West Byron Rd., So. No. 4, Tracy, Ca. 95376. Reg. No. 1030467. 6-1.

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

HONDA 65 FOR SALE, 1968 mod, 1600 mi, new tires, battery, rec. tuneup. \$195. J. Arndt, 3042 Orihella Wy., Santa Clara, Ca. 248-0105. 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, A, 447-4024. Reg. No. 0899480. 6-1.

WELDER FOR SALE, WESTINGTON 2 amp mntd on frlr for towing. New 12V system, Chy, eng., 6 cyl, flat head, \$425. J. Arndt, 3042 Orihella Wy., Santa Clara, Ca. 248-0105. Reg. No. 1466470. 6-1.

CHINCHILLA HERD FOR SALE OR TRADE for dump lrk, old coins or what have you. Over 25 animals & all equip. B. A. Root, Box 281, Jackson, Ca. 95642. 274-2643 or 274-2278. Reg. No. 1175129. 6-1.

FOR SALE: LORAIN BACKHOE & shovel com, 3/4 yd wide tracks crawler, old but good. \$3,000 or offer. Phone 415-562-3236. Reg. No. 078953. 6-1.

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

FOR SALE: 8 YD DUMP BODY w/10 yd. ends & Garwood 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 209-786-2224. Reg. No. 0409005. 6-1.

FOR SALE: WF300 AMP P&H ARC WELDER on Ford lrk. Custom body, pow. winch w/A frame to 23' lift. Ext. wire rope, chains, chokers, C clamps, Smith comb. 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 645 LOADER, good cond. \$21,000. HD 16 dzer, 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 Juana Ave., Orangevale, Ca. 95662. Reg. No. 0782764. 6-1.

FOR SALE: ADDING MACHINE with cash drawer \$150; chrome table w/6 chairs \$65; Monterey desk w/chair \$30. Call 707/545-8640. M. Jacques. Reg. No. 1091206. 6-1.

FOR SALE: 200 AMP HVY DUTY LINCOLN 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 rear end, 4 sp. trans, shell camper, 58,000 mi., 8' bed, cust. cab, spec. bumper \$1,300. W. McBride, 414 Cherry St., Lodi, Ca. 209-359-4373. Reg. No. 0374915. 6-1.

EXECUTIVE'S 20X50 TWO BR LONGMARK in Reno. Awning, skirting, cooler, storage. Parking for four cars & boat. Fully carpeted & furnished. Call 322-9766. Frank Barnard, Box 1509, Nev. 89502. Reg. No. 0702521. 7-1.

FOR SALE: LEVEL WOODED HALF ACRE. Recreation area nr. lake, golf crs, club house, heated pool, off hwy 4, 15 min. to Bear Valley. Dave Creekmore, 404 Dondee, Pacifica, Ca. 94044. 415-359-1501. Reg. No. 098477. 7-1.

ALL TERRAIN VEHICLE FOR SALE, 8-wht drive, Goodyear 16x14, 50.5 Terra tires, Corvair eng. \$800 or best offer. Jim Minardi, 782 So. Cypress, San Jose, Ca. 95117. Phone 243-2668. Reg. No. 1235515. 7-1.

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

FOR SALE: TILT BED MACHINERY TRAILER 8 x 14' steel deck, winch & elec. brakes. \$400. Jack Mehen, Box 343, Murphys, Calif. 95247. phone 728-3088. Reg. No. 1148355. 7-1.

SALT & PEPPER SHAKERS FOR SALE. Collection of 250 pair from 50 states, Canada, Mexico. \$500 or best offer. Goddon L. Carpenter, 1954 Verda St., Redding, Cal. 96001. Reg. No. 0579325. 7-1.

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

GARAGE & SERVICE STATION FOR SALE in Duchesne, Utah, good corner. 75' x 150' property. Garage & sta. in operation now, contains lots of equipment. Two mobile home hook-ups in back bring in \$60 mo. J. L. Thompson, Box 180, Duchesne, Utah 84021. Reg. No. 1255055. 7-1.

CLEARLAKE PARK LEVEL LOT 50 x 100' mobile or perm. zoning, nr community pool, paved roads \$2,750. w/septic tank, power pole \$3,500. Call Ed Perdock, Clearlake Oaks 707/998-3244. Reg. No. 1087583. 7-1.

FOR SALE: 1965 BUDGER 15 x 45, two BR, utility rm, walk through closet, Jube Wheelch, 24221 Chrisman Rd., Tracy, Cal. 95376. Phone 825-0749. Reg. No. 0521085. 7-1.

FOR SALE: 1966 FORD BUSINESS COUPE, exc. running cond., new paint & interior, \$2,000 or best offer. 1948 FORD 5-pass. coupe, exc. cond., new paint & upholstery, \$1,800 or best offer. Clarence Walker, 162-29th St., Oaden, Utah 84001. Reg. No. 1265549. 7-1.

TRADE FOR LAND OR EQUITY 1926 T ROADSTER w/283, 3 deuces, map wheels, rollon planted upholstery, 415/591-7515 or write C. Williams, 1576 Fifth Ave., Belmont, Ca. Reg. No. 0598824. 7-1.

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

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

WANTED: 1926 or earlier model 30-60 Ramblv. Oil Pull Tractor. W. D. Soranson, 7028 Thornhill Dr., Oakland, Ca. 94611. Reg. No. 238823. 7-1.

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

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

More Personals . . .

(Continued from Cols. 1 & 2)

SACRAMENTO

Our deepest condolences and sincere sympathies go to survivors of brother engineers who passed away recently: Francis O. Keithley, R. B. Murray, Elbert H. Wilson, Robert Timm, Jim Layne, J. Correia, Francis E. Pingree.

Brother Thomas D. Teal and Brother Don L. Pickel recently suffered the loss of their wives. Our deepest condolences go to them.



JOB STEWARDS APPOINTED

Week Ending June 4, 1971	Agent	Week Ending June 11, 1971	Agent
Dist. 04 Name E. C. Brown 04 Robert Buck 90 Rex Rogasch 10 Robert D. Robbins	Agent A. Smith Al McMonera M. Kravitch R. Swanson	Dist. 01 Name John E. Jarvis 01 Joe Lewis 03 Charles Antrobus 03 Eugene Barbellini 03 Ed Davis 03 Richard Nunez	Agent D. Luba D. Luba Bill Roney Bill Roney Bill Roney Bill Roney
Week Ending June 18, 1971	Agent	Week Ending June 25, 1971	Agent
Dist. 40 Name Virgil Williams	Agent E. Lake	Dist. 40 Name George Allison 40 Jim Wood 10 Harold Beaman 12 Gary Anderson 12 Norman McDonald	Agent E. Lake Ray Cooper R. Wagoner Lake Austin Lake Austin

SAFETY COMMITTEE APPOINTED

Week Ending June 4, 1971	Agent	Week Ending June 18, 1971	Agent
Dist. 10 Name Robert L. James	Agent R. Swanson	Dist. 40 Name Keith Parker	Agent E. Lake
Dist. 03 Name James L. Jensen	Agent Bill Roney	Dist. 40 Name Dell Teltz	Agent E. Lake
Dist. 03 Name Joseph Ryan	Agent Bill Roney	Dist. 12 Name Maurice Anderson	Agent Lake Austin
Dist. 40 Name Louis Kemp	Agent E. Lake		

CLIP & SAVE

1971 MEETINGS SCHEDULE

SEMI-ANNUAL MEETINGS COMPLETED
DISTRICT & SUB-DISTRICT MEETINGS

JULY

20 Eureka, Tues., 8 p.m.
21 Redding, Wed., 8 p.m.
22 Oroville, Thurs., 8 p.m.
28 Honolulu, Wed., 7 p.m.
29 Hilo, Thurs., 7:30 p.m.

AUGUST

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

SEPTEMBER

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

OCTOBER

5 Eureka, Tues., 8 p.m.
6 Redding, Wed., 8 p.m.
7 Marysville, Thurs., 8 p.m.
27 Honolulu, Wed., 7 p.m.
28 Hilo, Thurs., 7:30 p.m.

NOVEMBER

4 Watsonville, Thurs., 8 p.m.
9 Stockton, Tues., 8 p.m.
11 Oakland, Thurs., 8 p.m.
17 San Francisco, Wed., 8 p.m.
23 Sacramento, Tues., 8 p.m.

DECEMBER

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

DISTRICT AND SUB-DISTRICT MEETING PLACES

San Francisco, Engineers Bldg., 474 Valencia St.
Eureka, Engineers Bldg., 2806 Broadway.
Redding, Engineers Bldg., 100 Lake Blvd.
Oroville, Prospectors Village, Oroville Dam Blvd.
Honolulu, IBEW Hall, 2305 S. Beretania Street.
April meeting only, Washington School Cafetorium, 1633 S. King St.
Hilo, Kapiolani School, 966 Kilauea Ave.
San Jose, Labor Temple, 2102 Almaden Rd.
Stockton, Engineers Bldg., 2626 N. California.

Oakland, Labor Temple, Miller's Hall, 23rd & Valdez.
Sacramento, CEL&T Bldg., 2525 Stockton Blvd.
Fresno, Engineers Bldg., 3121 E. Olive St.
Ukiah, Labor Temple, State Street.
Salt Lake City, 1958 W. No. Temple.
Reno, 124 West Taylor.
Marysville, Elks Hall, 920-D Street.
Watsonville, Veterans Memorial Bldg., 215 Third.
V Santa Rosa, Engineers Bldg., 3900 Mayette.
Provo, 165 West 1st North.
Ogden, Teamsters Hall, 2538 Washington Blvd.

More on North Coast

(Cont. from Page 13)

we cannot do as the work orders are not coming in.

The work outlook for the remainder of this season and next year is even grimmer, as there are no new projects of any size planned or scheduled for this district. Some projects which had been contemplated earlier have failed to materialize—largely due to the efforts of certain political and pressure groups.

POLITICS—Brothers we still have the cutback to fight, and now a new menace is present—the ecologist. While the ecologist is fighting to preserve his hobbies our jobs are at stake. Therefore it is vitally important that each and everyone of us understand the issue at hand and back the political recommendations of our Local Union and officers in order to protect our livelihood.

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Hard Hat Show Encore

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

East Bay Still
Short of Work

(Cont. from Page 3)

er and will be using paddle-wheel scrapers at both their operations in Centerville and Pleasanton.

Some of these plants are hiring a few men out of the hall to replace men who are going on vacation.

The shops in the southern part of the county are holding up about the same as past summers. Most of the equipment shops hire mechanics during these months to help with the work load, however, work being as slow as it is the same pressure is felt in our shops and they are unable to hire as many as in past years.

By JOHN B. NORRIS
UPPER CONTRA COSTA
COUNTY

The work in upper Contra Costa County is improving a little. Robert Mulloy has a good sized crew on their job in Byron. They have a total of 1½ million yards of dirt to move and at the present time they have 18 brother engineers moving the dirt.

Richard Yackley is going strong on their job at Gentrytown in Antioch. They have a total of 800,000 yards of dirt on the project, with a crew of 20 engineers on the equipment.

The Perini job in Antioch will be completed by the time this is in print. This is the last freeway job let in Contra Costa County and unless Nixon turns some of our tax money loose it looks like we won't have another job like this one for quite awhile.

More San Jose

(Cont. from Page 6)

opers at Lawrence Expressway and the Bayshore. The jobs usually last over a year in one place, and the work is quite steady.

Speaking of fork lifts, the Warner Yates group will have a new contract by now. Charlie Hunter is shop steward. Jess Meza and Bobby Gray are mechanics. They are close competitors for the longest sideburns, while Bob Johnson has gone all out with full beard. Some of the other Brothers are Dick Whitewing, Joe Roe, Ronald Whitfield, and Fred Spence.

NEGOTIATIONS — Kaiser - Permanent negotiations should be completed as you read this. We have over one hundred thirty brothers at this plant, mainly in three departments: Cement, Foil and Quarry. Some of the brothers have been there since 1939. The negotiations have been conducted every Thursday and Friday for six out of seven weeks. Earl Evansizer, chief steward, in the Foil Plant, has attended all negotiations along with Bob Mayfield, District Representative,

CREDIT UNION NOTES

Members Give Solid
Support to CU PlanBy JAMES "RED" IVY
Credit Union Treasurer

Enthusiastic support of the Credit Union by the Membership of the Operating Engineers Local Union No. 3 is evidenced by the constant increase in the number of Members using the Credit Union as a depository for their savings.



James "Red" Ivy

The July pay-out of Utah and California Vacation/Holiday Pay will place \$2,340,450 in the share accounts of the Members participating in these particular plans. This figure represents a record 80% of the 2.9 million dollars that had been paid into the Administrator of Trust Funds by the participants' employers for the six months period.

These Vacation/Holiday Pay Plans and the convenience they offer the Member who desires to use the plans as a savings medium are primarily responsible for the record growth of the Credit Union from \$600,000 in July 1967 to almost 10 million dollars in July 1971.

There is no doubt that this constant increase in Membership participation is very gratifying to Local No. 3 Business Manager Al Clem and the other Officers and Board Members whose efforts have enabled us to achieve these records.

NEED TO INCREASE LOAN VOLUME

Each pay-out of Vacation Pay places new demands on the Credit Union to increase the volume of loans. As stated in our letter mailed with the Credit Union Annual Report on July 1, we obviously have a large percentage of Members borrowing or financing purchases from other sources. This is often done as a matter of convenience. Unfortunately, we haven't as yet devised a method of processing loans that even approaches the convenience offered the Member using the Vacation Pay Plan to save.

However, we do feel that the money you will be able to save by financing through the Credit Union will more than offset any additional effort required.

If you are contemplating a purchase that you will need to finance, just plain in need of a loan, or already have outstanding obligations to other lenders, it will only cost you a stamp or a phone call to find out how much you can save by financing, borrowing or refinancing with your Credit Union. WHY NOT TRY US?

MORE CLEM . . .

(Continued from Page 2)

We also had negotiations with the Building Material Dealers, the Bay County Land Surveyors Association and the Dredging Association. Another group we are in negotiations with is the Anaconda Copper Company at Yerington, Nevada, and numerous smaller plants.

During the past month we attended a Business Managers meeting held in Washington, D.C., called by the General President where all the Business Managers and some of the Officers from all Hoisting and Portable Locals throughout the United States were in attendance. It was there that General President Wharton gave us a concise report of the activities throughout the entire International Union.

While there the Board of Trustees for the Health and Welfare Plan for the National Pipeline Contractors Association met and reviewed the bids from the various life insurance companies who had replied to our specifications for a Health & Welfare Plan. The Union Labor Life Insurance was chosen as the low bidder and in the not too distant future, they will be paying claims for members of the International employed in the Pipeline Industry.

To those of you who were unable to attend the Semi-Annual Meeting held Saturday, July 10, I would like to report that I think it was the best Semi-Annual Meeting that we have ever had. There was in excess of 1100 members in attendance and as you know it was held in the Scottish Rite Auditorium where the acoustics were excellent and the seating superb. To those who have never attended a Semi-Annual Meeting it may be interesting to you to note that it is here that you receive all the information about your union; the financial standing and hear the activities of your Executive Board.

Highway Funds

(Continued from Page 1)

ly release funds now held in the Federal Highway Trust Fund for highway construction; and be it further

Resolved, That the Secretary of the Senate transmit copies of this resolution to the President and Vice President of the United States, to the Speaker of the House of Representatives, and to each Senator and Representative from California in the Congress of the United States.

Summer Dust

(Cont. from Page 10)

The widening of El Camino Real from Orange Avenue to Chestnut Avenue will be performed in coordination with the county project for the extension of Westborough Boulevard. The project cost is estimated at about \$190,000 of which the city will pay up to \$30,000. Undergirding of utilities is going on in conjunction with this project.