GOLD CARDS AND SCHOLARSHIP AWARDS were presented by Business Manager Al Clem at the July Semi-Annual Membership Meeting. In the top photo Business Manager Clem presents an Honorary Membership Gold Card to Brother Charles W. Melrose as two other Gold Card honorees, Brothers Verne A. De Ano and Bill Beebe, look on. Recording-Corresponding Secretary T. J. "Tom" Stepleton is at far left. At bottom left Business Manager Clem presents a 1st Runner-up Scholarship plaque award to Harry Hesselingesser son of Brother John Hesselingesser of Elko, Nevada. At right Business Manager Clem presents winning scholarship award to Thomas Tillotson in the form of a $500.00 check and a handsome embossed plaque. Tom is the son of Brother Jack and Alice Tillotson of Tracy, Calif.

Local 3 Scholarship Winners Named

First prizes in the Ninth Scholarship Competition of Operating Engineers Local Union No. 3 have been awarded to Maria Thyger-son of Orem, Utah and Thomas Tillotson of Tracy, California. Presentation of the $500 scholarship check and plaque was made by Business Manager Al Clem to Thomas Tillotson at the Semi-Annual Meeting held on Saturday, July 8th, where the young scholar was commended for his successful efforts by Business Manager Clem, along with First Runner-up, Male Category, Harry Hesselingesser of Elko, Nevada.

The Committee on Undergraduate Scholarships and Honors at the University of California, Berkeley also selected Mary Wilkins of Hayward, California as First Runner-up, Female Category, and Diane Checkettis of Trumonton, Utah as Second Runner-up, with William Catling of El Sobrante, California as Second Runner-up in the Male Category. During the July 8th presentation Business Manager Al Clem noted that the competition for the scholarships had, as always, been very close and that all of the Scholarship Winners, Page 8

MEMBERSHIP'S Forum

Backs Administration

By KEN ERWIN, Managing Editor

A standing-room-only crowd of rank-and-file members of Operating Engineers Local Union No. 3, International Union of Operating Engineers, AFL-CIO turned out for the September 4th meeting at the Marina Cooks & Stewards Auditorium in San Francisco and turned on overwhelming support for their Executive Board's recommendation of the disapproval of three resolutions and one motion that would have run contrary to the incumbent administration's operation of the union in several vital areas.

Members of the giant construction organization turned from as far away as Hawaii to voice their opinion and voted legislatively to reject proposals that would: 1.) Limit staff hiring authority of the Business Manager by creating unrealistic restrictions on eligibility of those who could be employed by the Union; 2.) Initiate a change in the By-Laws that would emasculate the authority of Officers, Executive Board and the Semi-Annual Membership Meeting to act on Union legislation and would compel the use of the more expensive and privacy-oriented General Referendum method; 3.) Arbitrary changes in the Pension Plan which could create a "savings plan" and could "cut the future monthly pension benefits by an average of 50 percent." A motion to sell Ranchette properties and raise premiums to $500 per month while lowering the retirement age was also rejected by the rank-and-file members on the recommendation of the Executive Board which pointed out in essence that "With- out the consent of the Pensioners to at least $500 immediately is not actually possible!" and that "changing the rules in requirement of Pension credit when an individual leaves the trade" would not only result in a lack of money (some $50.00 per year) for members retiring in the future, but would also allow "less chance for members cur- rently on Pension to sell an in- come security." Although the three resolutions and one motion were presented and supported by a small group, comprising Paul Edendorf, Local 3 President, gave the group an ample opportunity to be heard and to thoroughly discuss their proposals in open forum. Meanwhile, the Executive Board, though enthusiastic and vocal, gave due consideration to each proposal. There was, however, a lack of money (some 50 percent) for members retiring in the future, and one motion that would have run contrary to the incumbent administration's operation of the union in several vital areas.

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The following members were granted honorary memberships in Local No. 3. Presentations were made at the Semi-Annual Meeting on July 8th:


IVAN G. ARBUTHNOT—initiated November 1933 in Local 3.

ULRIC M. HARRIS—initiated April 26, 1937 in Local 59.

ELECTION NOTICE

If you have any questions regarding your Local Union, Election ballot for officers and Executive board members, please contact the following:

Price Waterhouse & Co.
533 California Street
San Francisco, Calif. 94104

Wise Old Bird

They—-the same personalities—-and he was gone, a vic- tim of DDT. That the California brown pelican would soon be no more. They hoped, the "wise old bird is the pelican, his beak holds more than his brain," and sure enough he has been found in "abundance" between 30 and 40 thousand stabled, more than had been seen in the past 26 years. Since he has only joined the main crevices to the subarea.

CHANGE OF MEETING PLACE

SAN FRANCISCO DISTRICT NO. 1

The regular quarterly membership meeting for San Francisco District No. 1 has been changed from August 2, 1972, to WEDNESDAY, SEPTEMBER 6, 1972. The Special Order of Business will be the Installation of Officers and Executive Board Members. Meeting place will be the Engineers Building, 474 Valencia Street, San Fran- cisco, at 8:00 p.m.

ELECTION MATERIAL

Official information governing the upcoming election of officers of Operating Engi- neers Local 3 may be found on page 7 of this issue of the Engineers News. Sample ballots, extracts of pertinent bylaws, and other material have been placed on a single page for your con- venience. Please read and be governed by the election care- fully. It is the hope of your officers, that you will make every effort to participate in this vital election year.
Barbara Edmonds, Managing Editor

The Oakland area is always an active place to be in, Unfortu-
nately, the picture we have been shown so
much bleak due to a series of events that affect all of us at one time. Our only
get

By BILL RELERFORD, Di

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Auburn Dam
Bids Are Due

By KEEN GREEN
Our cover story this week is on At Al Chen, is putting together a committee to help the two friends begin a new bridge at the California County Housing Authority offices in the low-rent housing complex in the 2.8 million dollar project underwritten by the

Mike Barnes, Mike
* The Oakland Museum of Art and Mrs. Frances~ July 1972
4 time. We are glad to say they are Interstate 5 freeway interchange, good brothers to give blood to our
- with should contact Miss Mary
-.

land, CA 94607 or phone 273-3842

with their value warrants it.

Mike Barnes, Mike
- and Mrs. Frances~ July 1972

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Building Materials Makers Post Big 1971 Profit Gains

NEW YORK, N.Y.—Record construction in 1971, led by a housing boom which pushed the value of residential contracting ahead by 40 per cent, enabled building products manufacturers to close the year with substantial advances in profits and sales, it was reported recently.

A composite sample of 49 building materials manufacturers, representing 14 different product categories, revealed an overall profit gain of 10.9 per cent on a sales increase of 7.8 per cent, according to the F.W. Dodge Division of McGraw-Hill Information Systems Company, a leading source of information on the construction market, the firm produces Dodge Newspapers, Dodge Reports and Sweet’s Catalogs.

Manufacturers with heavy commitment to housing did extremely well in 1971, while other manufacturers, such as those in the heavy equipment group involved in the non-building construction market, didn’t fare nearly as well, pointed out George A. Christie, vice president and chief economist of Dodge.

"Firms producing materials..." See BIG PROFITS, Page 5

Stockton Jobs Prove Need For Miltiany

BY WALTER TALBOT, AL MCNAMARA and ROB SHEFFIELD

The work picture has not improved significantly from our previous report, however, Engineers have been employed on lift trucks, welding machines, compressors, small trucks, etc. because of the concerted efforts of the Business Agents in this district to see that all employees that come under the jurisdiction of this Local Union is properly manned. Needless to say, this would not have been achieved without the aid of the members in the field who report the violations as they occur.

Apparently the Board of Supervisors of San Joaquin County have joined forces with five other agencies that are basically opposed to excavating alongside the proposed section of Interstate 5 that will complete the freeway through this County. The excavated ditches would eventually become the controversial Peripheral Canal. This method of providing fill material in the path of the planned canal would save the State an estimated $12.8 million in material costs of the 7.6 miles of the West Side Freeway from Hammer Lane to Highway 12 near Lotus. Another 7 mile contract would have to be let to extend the freeway from Highway 12 to the Sacramento County line.

Valley Crest Landscape Inc., of Concord was awarded a $45,000 contract to landscape the section of the freeway between Calaveras River and Stockton Channel. This figure is a cost of $110,000 a mile to beautify the West Side Freeway in Stockton.

S. M. McGow of Stockton was awarded a $129,877 contract for reconstruction of Airport Way in the East Center-Oaks code enforcement project. The company is also in the process of setting up its new S.M.I. plant, shop and office at Belvedere on Highway 60 south of French Camp. A $149,847 contract for resurfacing 4.5 miles of French Camp Road was also won by the McGow Company. The project involves work on the road between Highway 9 and Jack Times Road.

Construction of the Crowest Freeway between Madison and Manteca Streets can be started a year sooner than expected if federal funds are made available. State Division of Highways are hoping to start the $11 million project during the 1972-73 fiscal year of 16 million in added federal money is included in the state highway budget to be used in October and November. The project, from Madison Street to Highway 9, has a $42 million price tag at the present time.

A $295,826 contract for work on 10 miles of roads in southern San Joaquin County was awarded to Teichert Construction Company. The project involves work on Interstate 5 between Byron Road and Tracy Blvd, Roberts Island Road from Howard to East Center-Oaks code enforcement project, from Madison Street to Highway 99 has estimated $13.8 million is also in the process of setting up its new S.M.I. plant, shop and office at Belvedere on Highway 60 south of French Camp. A $149,847 contract for resurfacing 4.5 miles of French Camp Road was also won by the McGow Company. The project involves work on the road between Highway 9 and Jack Times Road.

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WORK STARTS ON FREE-WAY-BYPASS—After more than a year of preparation, route 101 freeway bypass court work, on clear- ing vegetation and grading of the railroad tracks has begun. Things began moving to get things going, in anticipation of being ready for the release in San Francisco. According to John B. Fox, chairman of People for a Better Environment, the contract for the project will be awarded to the San Francisco Department of Public Works. Everybody will be happy when this project is completed, he said.

Several areas of land on En- trada Drive has been approved by the County Planning Commis- sion. The site, located near the county planning staff and the City of Novato were opposed to the use of the area from agricultural to planned residential. That parent, according to the commission, approved the plan for 25 acres of land for a unit apartment complex. The site, located near the county planning staff and the City of Novato were opposed to the use of the area from agricultural to planned residential. That parent, according to the commission, approved the plan for 25 acres of land for a unit apartment complex.

The project for planting of a section of Highway 101 from six to eight lanes, the Richardson Bridge and the Greenbrae interchange, and $100,000 to construct an interchange at the Greenbrae Interchange, are tentatively expected to be completed by spring of 1973. The project for planning of ground cover, trees shrubs and vines and installing irrigation system on Route 101, from Erwin Street in San Rafael to the intersection of North San Pedro Road, is scheduled for completion in May. A J & J's Interchange is the contractor for this project. The project was started in July.

The work on the bypass is more than half finished on the section from the intersection of Frontage road at the Forbes Mill Road, near San Rafael, on Route 101. By the time the winter season is over, the project will be completed and traffic flow in the area will be improved. A traffic safety project on Route 101 near Novato has been closed for the season. The project calls for the conversion of the two-lane road into a three-lane road, with a two-mile stretch of highway to be groove to reduce skidding and accidents during wet weather. A new bypass road will be built on the other side of the road, due to completion by mid-summer, will get underway soon. The project was awarded a $300,000 low bid to L. H. Leonard Electric Construction Co., San Rafael.

TRANSPORTATION (Continued from Page 7)

IGRAelsey the contractor for this project. The project was started in July.
Storm Damage Priorities Set Up North

By KAY COOPER, District Representative and GENE LAKE, Business Representative

The Mendocino County Water Quality Control Board (WQCB) voted 3-1 on Tuesday, the 11th, to give the go-ahead to a new bridge. The vote was given to the project, which is scheduled to be completed by February 21, 1990. The bridge will be $3,3 million, which is $664,000 for construction purposes, and the remainder of the budget will be used for the design and engineering of the bridge. The project is being prepared for the Mendocino County line and will be completed within a year.

The project involves the construction of a concrete bridge over the Mad River and will be completed in two phases. The first phase will involve the construction of the bridge piers, while the second phase will involve the construction of the bridge deck. The total cost of the project is estimated at $3,3 million, which includes the design and engineering of the bridge.

The bridge will be located on the north side of the Mad River, and will be constructed of reinforced concrete. The bridge will be approximately 500 feet long and will have three lanes.

The project is being administered by the California Department of Transportation (Cal Trans), which is responsible for the construction and maintenance of the bridge. The project is expected to be completed by February 21, 1990, and will be open to traffic by that date.

The bridge will be a vital link in the transportation system, providing access to the city of Mendocino and the surrounding area. The bridge will also be a significant asset for the community, providing access to local businesses and services.

The project is funded by the Federal Highway Administration, and is expected to generate significant economic benefits for the region. The completion of the project is expected to stimulate economic growth, create jobs, and improve the local transportation infrastructure.

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In order to vote for a candidate make a cross (x) in the square ( ) beside the name of your choice.

**Ballot Box Closes August 26, 1972; 10:00 A.M.**

In order to vote for a candidate make a cross (x) in the square ( ) beside the name of your choice.

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**State Seeks Local 3 Aid In Safety Study**

**State of California - Manum Relations Agency**

**DEPARTMENT OF PUBLIC HEALTH**

**MINISTRY OF LABOR**

**June 30, 1972**

Mr. Al Clem, 

Business Manager, Local 3 and Vice President of The International Union of Operating Engineers 474 Valencia 

San Francisco, California 94103

Dear Mr. Clem,

As a part of study of the relation between health and work experience of the members of Local 3 we need to obtain job histories on your current members. It would be of great benefit to the study if you would authorize and assist us in the circulation of a questionnaire similar to that enclosed. The completion of the questionnaire by your members will help us gain a more accurate estimate of the exposure of the group to environmental agents.

I have recently discussed the progress of our study with representatives of the National Institute for Occupational Safety and Health, the agency funding our project. They stressed the potential importance of the study to the construction industry nationally. During this meeting it was noted that the project was made possible by the efficient record keeping systems of your Health and Welfare Plan.

I believe that your long personal interest in health and safety in the construction industry and the cooperation of Local 3 in the study, as with Stanford and others in the past, is firmly establishing your local in the forefront of those not only concerned with the health and safety of their members but actively engaged in doing something positive about it.

Sincerely yours,

John H. Miller

Thomas H. Milby, M.D., Chief 

Bureau of Occupational Health and Environmental Epidemiology

**LOCAL 3 SCHOLARSHIP WINNERS**

(Continued from Page 1)

The sons and daughters of Local 3 members who participated were to be congratulated for their scholarship achievements. Presentation of the honorary plaques to the runners-up will be made at district meetings.

Brother Horst J. Thyrerson, a 20-year member of Local No. 3, is the father of first prize winner Maria Thyrerson. Miss Thyrerson graduated from Orem High School in June, 1971 in a class of 687 students. She has chosen nursing as a career, feeling that being a nurse will serve as providing the research support and data in many other areas that we feel are hazardous to the health and safety of our brother members. You, as members interested in the health and safety of your fellow members, have proven wonderfully cooperative and your efforts in carefully filling out the questionnaires we have sent you in the past have made a real contribution to our efforts to gain equipment improvements and on-the-job safety. We all know that it takes a great deal of pushing to get the equipment and construction industry to spend a little money to make things better for the working engineer, so now that we have things going in our direction let's keep the pressure on. With the help of scientists such as Dr. Milby and the many other dedicated men and women in these fields we can make some real important gains. Please fill out the questionnaire below carefully and fully and clip and mail to:

Attn: Safety Survey

We will see that the information is processed and in the hands of the Bureau of Occupational Health and Environmental Epidemiology as soon as possible.

**CLIP AND MAIL**

**LOCAL 3 HEALTH & SAFETY SURVEY**

Social Security No.  

**Age**

**Title**

1. How many years have you worked in the construction industry?  

2. What is your present job classification?  

3. What is the total amount of time you have worked on this kind of machine in the years you have been with the construction industry (even though you may have done other jobs in between)?

4. In the course of a year's work do you change from one job classification to another?  

5. Please list below all of the machines you have worked on in the past year and the approximate amount of time spent on each (as well as you can remember).

<table>
<thead>
<tr>
<th>Machine</th>
<th>Time spent</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Self-propelled Compactor</td>
<td>yrs. mos.</td>
</tr>
<tr>
<td>2. Dazer</td>
<td>yrs. mos.</td>
</tr>
<tr>
<td>4. Rubber-tired earth moving equipment</td>
<td>yrs. mos.</td>
</tr>
<tr>
<td>5. Rubber-tired dozers</td>
<td>yrs. mos.</td>
</tr>
<tr>
<td>6. Loaders-rubber-tired or track type</td>
<td>yrs. mos.</td>
</tr>
<tr>
<td>7. Rubber-tired scraper, self-loading</td>
<td>yrs. mos.</td>
</tr>
<tr>
<td>8. Locomotive</td>
<td>yrs. mos.</td>
</tr>
<tr>
<td>10. Trenching machine operator</td>
<td>yrs. mos.</td>
</tr>
<tr>
<td>12. Mechanical finishers (Barber-Greene, etc.)</td>
<td>yrs. mos.</td>
</tr>
<tr>
<td>13. Portable crushing and screening equipment</td>
<td>yrs. mos.</td>
</tr>
<tr>
<td>14. Combination backhoe and loader</td>
<td>yrs. mos.</td>
</tr>
<tr>
<td>15. Blade operator</td>
<td>yrs. mos.</td>
</tr>
</tbody>
</table>

6. Below are listed a number of machines. As nearly as you can remember, give the total amount of time you have spent working on each of these machines since you started working in the construction industry. If you have never worked on a particular machine, put a check in the box.

7. Have you worked on any machines other than those listed above on which you feel your body was vibrated considerably?

If your answer to the above question was "yes" please list those machines and the number of years or months which you worked on them below:

<table>
<thead>
<tr>
<th>Machine</th>
<th>yrs. mos.</th>
</tr>
</thead>
</table>

Clip and Mail

**BY AL CLEM**

Business Manager and Editor

We are very appreciative of Dr. Milby's kind words about Local Union 3 in the letter at left and it is true that we have always endeavored to do everything possible to improve the health and safety conditions for the membership. We have worked with Stanford University and the University of California in noise and dust pollution surveys, as well as providing the research support and data in many other areas that we feel are hazardous to the health and safety of our brother members. You, as members interested in the health and safety of your fellow members, have proven wonderfully cooperative and your efforts in carefully filling out the questionnaires we have sent you in the past have made a real contribution to our efforts to gain equipment improvements and on-the-job safety. We all know that it takes a great deal of pushing to get the equipment and construction industry to spend a little money to make things better for the working engineer, so now that we have things going in our direction let's keep the pressure on. With the help of scientists such as Dr. Milby and the many other dedicated men and women in these fields we can make some real important gains. Please fill out the questionnaire below carefully and fully and clip and mail to:

Al Clem, Business Manager 

474 Valencia Street 

San Francisco, Ca 94103

ATT: Safety Survey

We will see that the information is processed and in the hands of the Bureau of Occupational Health and Environmental Epidemiology as soon as possible.

Clip and Mail
We Get Letters

Dear Sir,

I am writing you in regard to our letter of October 11. We were disappointed to have our proposal rejected and we are now preparing a new plan for consideration. We believe that our plan offers several advantages that could make it a more attractive option for the area. We hope that you will take the time to review our proposal and provide us with your feedback.

Sincerely,

[Signature]
Marysville Road Work Still Kicking Off Brother's Sum Up

By HAROLD HUSTON, District Manager

ALTERNATE INTERCHANGE SITES CONSIDERED IN YUBA - Before writing my monthly report, we at Yuba County have been looking both forward and back. This past month, we want to again personally thank the members who have attended all the public hearings held during the past 12 months. We have attended all the public hearings held during the past 12 months. We have worked hard to ensure that we have heard every voice and every concern. We have been listening to the needs of the community and have been working to address them.

In 1940, 212 delegates attended the convention in Washington, D.C. and we, the brothers from the Marysville District, who are now working for Golden Copenhagen, Wangensteen, and Orobuchi, are proud to be attending all of our business Manager Brother Al Clement.

We will not give a full report of the business that took place at the Convention as we know Brother Clement and his staff will do so in their report.

In the past month, I spoke at Yuba College and to the students at CADERF fair 1974 in Yuba City, which represented some of the finest minds in the state at the time.

The students always have given us complete respect and they recognize the value of what we are working under.

PLEASE LET US KNOW.

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Stymied Freeway #41 May Start Sometime In Middle Summer

By CLAUBE ODON
PROVIDENCE JOURNAL

ST. PAUL, Minn. — A spokesmen for the project through which the new freeway will pass, at St. Paul, Minn., said it may yet clear the last major hurdle of the construction process — the approval of a transportation bond issue to raise $15 million for the project.

It was announced last week that the State Highway Department had received requests for proposals from several construction companies for the job, and that the bids would be opened in early August.

However, there was no word from the department on the prospects of the project, which has been in the works for several years.

The project would involve the construction of a new freeway through St. Paul, Minn., with a total length of about 7 miles.

Dr. D. W. RAY and DICK BELL

Brother, we have to report to you that the project, as far as we are concerned, is not viable.

The reasons are numerous and well-documented, but one major factor is the lack of funding for the project.

In addition, the project has faced numerous delays due to adverse weather conditions and other unforeseen circumstances.

We, therefore, urge you to reconsider the project and focus on alternative solutions to improve the transportation infrastructure in the area.

Dr. R. J. REYNOLDS

Brother, I have some good news to report.

The project is moving forward, and we have secured funding from the state government.

The funds will be used to complete the construction of the new freeway, which will reduce traffic congestion and improve transportation in the area.

We are excited about the progress and hope that you will support us in this endeavor.

Dr. D. W. WRIGHT

Brother, we want to thank you for your continued support and encouragement.

We will continue to work diligently to ensure the success of the project, and we look forward to updating you on our progress in the coming months.

Dr. R. J. REYNOLDS

Brother, I want to express my appreciation for your patience and understanding.

We understand the challenges that come with such a large project, but we are confident that we will overcome them and complete the project on time.

Dr. D. W. WRIGHT

Brother, let me assure you that we are committed to the success of this project.

We will work tirelessly to ensure that it is completed within the projected timeframe and budget.

Dr. R. J. REYNOLDS

Brother, I want to remind you that the project is not just about the convenience of the commuters, but also about the economy of the area.

The completion of the freeway will attract new businesses and create jobs, thereby boosting the local economy.

Dr. D. W. WRIGHT

Brother, let me clarify that the project is scheduled to be completed by the end of the year.

We will keep you updated on the progress and any changes to the timeline.

Dr. R. J. REYNOLDS

Brother, I want to assure you that we will do everything in our power to ensure the safety of the workers and the public.

We have put in place all necessary safety measures and will continue to monitor the progress of the project closely.

Dr. D. W. WRIGHT

Brother, I want to stress the importance of communication throughout the project.

We value your input and encourage you to voice your concerns and suggestions at any point.

Dr. R. J. REYNOLDS

Brother, let me confirm that the project will be completed according to the approved budget and timeline.

We will ensure that any deviations from the plan will be communicated to you immediately.

Dr. D. W. WRIGHT

Brother, I want to reiterate that we are committed to completing the project with the highest quality and safety standards.

We will not compromise on these aspects to meet the deadline.

Dr. R. J. REYNOLDS

Brother, I hope that you will continue to support us and the project.

We look forward to working with you to ensure the success of this venture.

Dr. D. W. WRIGHT

Brother, let me thank you for your continued support and encouragement.

We are confident that we will complete the project on time and within budget.

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Salt Lake Area Starts Busy Summer Season

BY TOM BILLS, WAYNE LASSITER, LAKE AUSTIN, GEORGE MORGAN and ROBERT J. BROWN
Salt Lake area has begun to bustle at this writing. Gibbons & Reed company has started work at the Airport job. This is the only place we know of where the airport can be in your town to your door in your house in your yard in your nose in your ear that you must have done.

Jack E. Peterson at Wendover were laying in full swing, until their hot plant burned. Their job involves the reclamation of miles east of Wendover.

Christiansen Brothers job is progressing at a smooth pace with the help of a series of subcontractors on their $1.5 million project. Their job includes the construction of a rock, sand & gravel industry in the area's largest project.

The Rock, Sand & Gravel company is also working at a rapid pace to supply the needs of the area. Our pension program has been negotiated in all of our Sand & Gravel agreements with a lesser contribution than construction, but the brothers in the Sand & Gravel projects are the backbone of the lesser contribution.

Work in the Northern area has started to turn into a real pleasant picture. J. B. Parsons Construction Company at Wendover has moved three crushers and is operating two shifts with a crew of over 200 employees. The sub-grade for the plant is being moved to the crest of a hill and is being stockpiled with a twelve-hour operation. They are hauling out approximately 2,500 tons of bituminous material a day. Expected completion date will be by the end of the year. This has been a very good job for several brothers.

W. H. Clay Electric company is off to a good start at Peaceful Canyon with the crusher and excavation crews in a two-shift operation, employing approximately 25 to 30 operators. Gibbons & Reed Company at Lagoon are in the final stages.

Arne-Vickers has moved in and are paving the South bound lane with the average of 2200 feet of concrete 10 inches thick per day.

We have three new jobs to be started in the Northern area. Santa Fe's Nopimi, California, has just started the Littlefield Air Force Base Hospital, Contract Amount $5,900,000 plus. Before the publishing of this article, Cox Construction Company should be started on their new job, Hot Springs to Jambish City, approximately 8,000,000.00.

Construction Company will then have a job starting from the North of Walden to Devil Slide, 18 miles of bituminous over-lay.

Brothers, we would like to draw your attention to the Chinese-Meadows project, which was brought about as a result of the floods and other ecology groups. They are trying to get the Dam site located from Ft. Peck Bridge, Wyoming. The way it looks, it may be. We suggest that all the brothers write to their Congressmen and Senators, for hand-written letter represents 400 opinions.

Senator Frank E. Moss, United States Senate, Washington, D. C. 20510.

Senator Wallace Bennett, United States Senate, Washington, D. C. 20510.


The construction of Chinese-Meadows Dam, Lyman Project, Wyoming, is anticipated for the work to be issued in February, 1972. Inasmuch as weather conditions at the time of issuance of specifications may make access to our records difficult, prospective bidders are invited to inspect the site where the future construction will be located, and in that order that they will be informed, and in a position to submit a bid when the work is advertised. The dam site is located in Utah approximately 18 miles south of Mountain View, Wyoming, on the East fork of the Smith's Fork River.

The principal items of work which would be directly affected by site conditions and the approximate quantities are as follows:

- Excavation in open cut: 200,000 cu. yd.

Earth and rock fill: 1,800,000 cu. yd.

SEE MORE UTAH, Page 13

Living ‘Modestly’ on $10,971 a Year

The “typical” American family needs an above-average income to make ends meet, according to the Labor Department’s latest series of city family budgets. As of last autumn—disregarding substantial price hikes since then—a family of four needed a $10,971 a year paycheck to maintain a moderate standard of living. A more comfortable “higher” budget—still a long way from luxury living—carried a $13,900 price tag.

And the lowest of the three budgets—the one that the Bureau of Labor Statistics used to describe as “austere”—has risen to $7,214. That’s $365 more than the average factory production worker earns if he is fully employed 52 weeks a year, according to another set of BLS statistics.

The gap between average earnings and even a bare-bones standard of living indicates “what the pressures are on the average American family,” AFL-CIO Research Director Nate Golinger comments.

On a percentage basis, the 1971 budgets rose less than half of the 6.3 percent rise in the Consumer Price Index since the 1970 budget.

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and possibly increase for next season. W. W. Clyde has a sub-
contract for this employer for at least a full season's work for
about a dozen operating engineers that help keep some good pay-
checks rolling in. It is possible that W. W. Clyde will finish this
season.

Gibbons & Reed have started their job at Electric Lake, at the
summit between Fairview and Huntington, and are working on
this two-shift operation. This work to be done this season will
require a lot of work to be done before the snow flies. This job will
have the biggest spread next season, aiming at a completion date for
late 1973. This season will, for the most part, be the paving and
water diversion.

Strong Construction at Stras-
berry are working as many oper-
ators as possible, however, the
big problem is traffic. Last season
there were many problems work-
ing on this road project, but this
season will have to take the cake
for traffic problems. Not only does
it seem like there is more con-
tact, but now there is more of
an urge to travel to overcome
the overall problem. It is expec-
ted that in the very near future
that all of the needs will be ful-
lled and the equipment will and
probably stay that way for the
rest of the season.

Burgess Construction's job
on Soldier's Creek Dam has a
two shift operation on the dirt
spread, working long hours and a
two-shift operation on the shop
crews. This season will be the big
push on the dirt. Now that the snow is
gone they are trying to make up
for lost time. By the time the
snow flies again on this job, a lot
of brother engineers will have
made some good checks.

S. A. Hensy's Current Creek
Tunnel is still working a three-
shift job at present, but expect
to "hole-through" very soon.
They will have to set up for the
next tunnel (lay-out tunnel) and
some of the operation may go
to a two-shift operation. The
batch plant is set up and ready to
start pouring on the Currant
Creek Tunnel now and should be
working at least a two shift
spread in the very near future.
The crews have been having
some record runs for footage on
this job.

Summit Construction set up their
shop plant on Northwestern
Construction job near Roose-
velt and should be pouring in
the very near future. These
crews have been laying
some record runs for footage on
this job.

Thorn Construction job at the
Vernal airport should be paving
this month and be completed by
the time this is printed in the En-
gerisers News. The size of the
work force has been quite steady
on this job, with the operators
gaining from one phase of the job
from the next.

W. W. Clyde Construction at
Duchesne is only working forty-
hours per week on their road job
in Indian Canyon and expect to
finish this season.

Hebbert Engineering at the Ge-
ners plant is still working a full
crew and is still expecting a new
contract from the steel plant. We
are hopeful that they are the suc-
cessful bidders on the slot, so
that our brother engineers on this
layoff can continue to have jobs.
The rock, sand and gravel
planted are still working full bore
and most are on a two shift opera-
tion. If this pace is kept up for
the full season we are sure that
many of the brothers will be
working this winter on repairs
and rebuild work.
Work Now At Summer Peak
In Northern Nevada Section

By JERRY BENNETT, District Representative; DALE BEACH, E. H. HELLER, VICTOR VICTORINO, and LENNY FAGG, Business Manager of Members of Labor.

In Work District 11 is as peak as it can be. While we have more work underway than any other time of the year, this is still not as good as last year. Our good friends in Washington have spent $10 million dollars setting high way funds for Nevada held back. We are not jumping from one job to another.

Jerry Bennett: a little free time, write a letter to our Senators and Congressmen urging them to work just a bit harder on the renewal of this money—might help.

The Corps of Engineers has awarded to G. T. S. Co. of San Diego a contract for development of a reservoir at 921-11/2-Ave. seventeen miles north of a Marti Creek Reservoir near Eureka.

Harryman, Edward (Thelma, Wife)

5-31-72

The North Lake Tahoe concrete bridge has been completed, allowing 2,500 more sewer hookups in South Lake Tahoe.

The Nevada Legislative Assembly in its session for a few days will have approved several bills for the last time.

The North Star project is finally in full swing after a long winter shutdown. This is a $10 million recreational development being developed by a Land Co., a Fiberboard subsidiary. Construction work involving Incline Village and South Lake Tahoe are very fast.

Robert Holmes Co. has been awarded a $250,000 contract for road work in Elko. They are just getting started good on their job. The local job between Wiscup Ranch and Contact, Nevada, will be and shutting one of their latest plants from Elko to Carson City.

Robert Holmes Construction Co. is adding the finishing touches to the summer season in the Elko area. They are just getting started good on their job. The local job between Wiscup Ranch and Contact, Nevada, will be and shutting one of their latest plants from Elko to Carson City.

Robert Holmes Construction has its full concentration on the new stretch of freeway at Lovelock. They have been working for quite a while. Bill Atkinson of Fallon has the bridge job for the freeway for Industrial Construction. Holmes Construction has the bridge job at Fallon, but others which will keep several engineers on the payroll for some time.

The job we are all looking forward to is the $16 million road and tunnel job to be let July 1st in the Peavine Canyon. We are also looking forward to the Lomax-Olive construction which will consist of a bridge and a roadway, and some additional work. This job should be coming up soon.

Hansel Phelps is still in full swing on the bridge in Elko, Nevada. However, there are no brother engineers on this job at this time. They will have a concrete pump working later on.

And from up in the mining country, Lenny Fagg reports that the Amoco-Nevco Co.'s Roy Laws was sent on an emergency visit to the Backwater uranium plant at 15 miles on the north of Salt Lake City. The most significant changes have made the Joint Board more difficult, in an attempt to stimulate interest and participation in union matters, grievance procedures, that are filled by the membership, and help the Executive Board in all problems that may arise.

Despite the fact that most of the bigger projects are up for summer employment to students among the respective area, the job in the mining industry have been hard to find at the present.

Exploration work in Nevada has picked up considerably in the last 12 months because of the good weather but mostly because of the price increase in gold. At this time the prices are at $35.00 an ounce.

Elko and White Pine Counties are probably the two most active drilling areas in the state. Crest Gold Mine has cut back a few employees in the last two months, but contrary to rumors, the mining and milling operations will continue.

Duroal Corporation has been successful in the copper basin area. This will probably not create any new jobs, but will increase Duroal's mining recovery in the copper basin.

RETIREE MEETINGS 1972

JULY

17 Tuesday, 10:00 a.m. #45 - Eureka Engineers Bldg., 100 Broadway, Eureka

19 Wednesday, 10:00 a.m. #70 - Redding Engineers Bldg., 100 South 5th St., Redding

21 Thursday, 10:00 a.m. #46 - Marysville Preachers Village, Gold Room, Ore Div., Eureka

24 Saturday, 9:00 a.m. #110 - Carson City Leiber Temple, 2355 S. Virginia Blvd.

26 Monday, 8:00 a.m. #38 - Sacramento Leber Temple, 2355 S. Virginia Blvd.

27 Tuesday, 10:00 a.m. #100 - South Lake Tahoe, California State Highway 88, South Lake Tahoe

29 Thursday, 8:00 a.m. #110 - Carson City Leiber Temple, 2355 S. Virginia Blvd.

31 Monday, 8:00 a.m. #38 - Fresno Engineers Bldg., 321 E. Olive St., Fresno

AUGUST

2 Wednesday, 10:00 a.m. #90 - San Francisco Engineers Bldg., 321 E. Olive St., Fresno

3 Thursday, 10:00 a.m. #90 - Oakland Engineers Bldg., 1108 12th St., Oakland

5 Friday, 10:00 a.m. #38 - Stockton Engineers Bldg., 2801 E. California St., Stockton

7 Sunday, 11:00 a.m. #110 - Carson City Leiber Temple, 2355 S. Virginia Blvd.
SALE:  264 ACRES  NR  BATES.  The  homefolks?


FOR SALE: 11,117 BMW R-69 MOTORCYCLE. $3,000. 2919 8th St., Cleveland, O. 44102. Reg. No. 0301381. 7-1.

FOR SALE: 2 ROPE FALLS, 2 PART LOT FOR SALE ABOVE 3000 ELEVATION. 95376. Reg'. No. 1030467. 6-1.


FOR SALE: THREE A-13 A-13-40 HP ENGINES 93 HP, COMPLETE. 3-Cylinder 6000 rpm. 1957. $1,000. 1151 S. Main St., Chico, Ca. 95926. Reg. No. 0097409. 7-1.


Business Offices and Agents Phone Listing

District Office
470 Fourth Street
Suite 205, San Francisco
94105

A. "Rock" Brown, Dist. Rep. 415-393-5490
Tom Bills, Dist. Rep. 926-0103
Edward Beas, Dist. Rep. 887-2471
Bill Williams, Dist. Rep. 402-272-0840

District 5-SAN RAFAEL
1073 North Center Avenue
San Rafael, Calif. 94903
Al Hansen, Vice Pres. 935-6187
Mary Sue Barta, Rep. 896-6081

District 6-YAKIMA
646 Yakima Street
Yakima, Wash. 98901
Steve Small, Dist. Rep. 582-4600

District 8-OAKLAND
164 Webster Street
Oakland, Calif. 94612
Wallace Leon, Dist. Rep. 334-3221
Ian Crinklaw, Dist. Rep. 222-3980

218 Lake Street
San Rafael, Calif. 94901
Walter Norris, Dist. Rep. 359-1680

2305 S. Beretania
Honolulu, Hawaii 96814
Mike Pope, Dist. Rep. 374-0851
William Flores, Dist. Rep. 394-9876

Wilfred Brown, Dist. Rep. 266-7502

DECEMBER

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Newspaper Advertisement

San Francisco, Engineers Bldg.

Sacramento, CELT Bldg.

San Francisco, Wrestling Club


New Addres.

August

1972 Schedule of District & Sub-District Meetings

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There are a lot of gloomy remarks to the effect that the labor press is losing its impact; that it can’t stand the competition of the television set and the commercial and mass of printed paper that came to everybody’s mailbox.

In recent years we have heard a lot, too—though we don’t seem to hear it any more—about how the labor movement is losing its steam and how union members are getting lazy and self satisfied and timid, and how they care more about hanging on to what they have than winning new strength and worthwhile gains for others that is more important.

In the Americas of 1971, the labor movement stands almost alone as the only major force still working to upgrade the quality of life for all the American people.

Building this country is nothing getting in the way we can do it the most important task before us; not only as workers, but as citizens, and as upholders of the idea of a free, just and liberal democratic society.

We are not a majority. Union members are a minority of the population and a minority of the workforce.

It is our unity that makes the difference. And one of our strongest assets in building that unity is the effective communications instrument we have created in the labor press.

It isn’t as effective as it should be. American workers in AFL-CIO unions are served by 55 weekly unions, 30 biweeklies, two triweeklies, 210 monthlies, 30 quarterlies and an uncountable number of small, irregular publications.

All of them are served by the AFL-CIO News Service, as well as by their own publications, trying to feed the labor feeling. These publications are needed, but has to be done. No one publication can give him all the things he needs to know.

Certainly, the daily press falls down badly. Unions seem existential, whereas they are concerned, unless there happens to be a strike, or unless some politician raises an outcry about the “terrible power of the unions.”

I often think the daily press and other media are missing the greatest success story in history by the blind, dimly, ill-proportioned coverage they give our movement.

Every year about 100,000 union contracts are negotiated. About 85 percent of those negotiated take place without conflict, without the loss of a worker’s working time, and they are almost entirely ignored.

Conflict is what catches the eyes of the media, and they tend to get a hero out of a hooker, and the two sides have to rely on the labor press to put things in proportion.

We have to rely on our own newsman and our own newspapers to report what progress our unions are making in civil rights, consumer affairs, community affairs and a thousand other things.

We are old and we are young in the terms of the labor press, and there are a lot of good people working in the labor press. It is our responsibility to keep up and not let the labor press fall behind.

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Building this country is nothing less than half of it during the last month. At this time we do not have all of our problems resolved but, we are hopeful that this situation will be remedied in the very near future.

But, we are also in the process of negotiating an agreement with Foremost Dairies on the island of Guam.

We are still holding meetings with representatives of the Sierra Club and we have a committee set up trying to solve the problems of mutual benefit to the Sierra Club and we have a committee set up trying to solve the problems of mutual benefit to the Environmentalists.

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