

Semi-Annual Shows Solid Unity

"Serving the men who move the earth!"

ENGINEERS NEWS

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



Guam, Where America's Day Begins • Hawaii, The 50th State • No. California, The Golden State • No. Nevada, Silver State • Utah, Heart Of The Rockies

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SAN FRANCISCO, CALIFORNIA



July 1972



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. Melsone as two other Gold Card honorees, Brothers Verne A. De Ago and Bill Beebe, look on. Recording-Corresponding Secretary T. J. "Tom" Stapleton is at far left. At bottom left Business Manager Clem

presents a 1st Runner-up Scholarship plaque award to Harry Hesselgesser son of Brother John Hesselgesser 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.

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 July 8th Semi-Annual Membership meeting at the Marine 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 operator's union came from as far away as Hawaii to voice their opinions and voted lopsidedly 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 frivolity-prone 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 per cent."

A motion to sell Rancho Murieta properties and raise pensions 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 "raising the amount of the Pension to at least \$500 immediately is not actuarially possible" and that "changing the rules to require retention of Pension credits when an individual leaves the trade" would not only result in a lack of money (some 50 per cent) for members retiring in the future, but would also afford "less chance for members currently on Pension to get an increase."

Although the three resolutions and one motion were presented and supported by a small group, Chairman Paul Edgecombe, Local 3 President, gave the group an ample opportunity to be heard and to thoroughly discuss their proposals in open forum. Majority opposition, though enthusiastic and vocal, gave due consideration to each proposal.

Full consideration and discussion of the minority proposals extended the meeting until late in the afternoon and once the key business was over, a restless majority supported almost unanimously a motion to adjourn.

Chairman Edgecombe had anticipated the long session and had arranged for the presentation of Scholarship awards and Gold Card Membership awards earlier in the membership meeting. However, Business Manager Al Clem was unable to present his regular Semi-Annual Report and highlights of that report are as follows:

PERSONNEL REPORT
Membership 35,430
Employees 263

Some 836 short and long form contracts have been negotiated during 1972.

There are 1,225 Job Stewards and 680 Safety Committeemen.

During 1972 there were 12,534 dispatches made.

Of the 3,054 members now on pension, 345 were awarded during 1972.

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

VERNE A. DE AGO—initiated December 1935, in Local 59.

IVAN G. ARBUTHNOT—initiated November 1930 in Local 45.

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.
555 California Street
San Francisco, Calif., 94104
Phone: Area Code 415
392-1032. Ask for:
Lynn Doddridge.

Wise Old Bird

They—the panic environmentalists—said he was gone. A victim of DDT. That the California brown pelican would soon be never more. They forgot the adage "a wise old bird is the pelican/his beak holds more than his belican," and sure enough he has been found in "abundance" between 30 and 40 thousand sighted, more than had been seen in the past 20 years. Seems he has only joined the mass exodus to the suburbs.

CHANGE OF MEETING DATE 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 Francisco, at 8:00 p.m.

ELECTION MATERIAL

Official information governing the upcoming election of officers of Operating Engineers Local Union No. 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 convenience. Please read rules governing the election carefully. It is the hope of your officers that you will make every effort to participate in this vital election year.

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, Har-

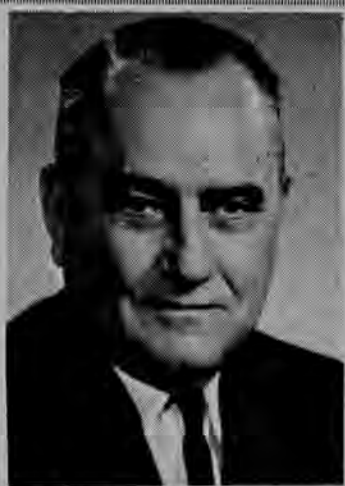


MARIA THYGERSON

ry Hesselgesser 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 Checketts of Tremonton, 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 See SCHOLARSHIP WINNERS, Page 8



*Collectively
Speaking
with Al Clem*

I want to take this opportunity to thank the many brothers who attended our Semi-Annual Meeting on Saturday, July 8. It was indeed a pleasure to meet and talk with many whom I had not seen for some time. I would be remiss in my obligation to the membership as a whole who were in attendance at this meeting, if I did not take this opportunity to also thank you for your support in concurring in the action of the Executive Board in defeating, in my opinion, many extremely ill conceived and ill advised motions and resolutions presented at the meeting. This is one thing that Local Union 3 is so well respected for throughout the entire jurisdiction of our International and it is the way the membership supports their officers and Executive Board in their decisions. To those of you who were unable to attend the Semi-Annual Meeting due to other commitments, feel assured that your business was in good hands by those who acted upon the motions and resolutions presented to the membership. For those of you who do not know it, these motions and resolutions go to your Executive Board made up of the officers of your union and one rank-and-file member elected from your district and they are reviewed and studied at great length before they make recommendations to the membership.

Many of you were unable to attend the Semi-Annual Meeting, particularly, those working in connection with the Ready-Mix Industry. We are working as closely as we can with the Teamsters and others to try to judicate this strike but, of course, it goes without saying, the Teamsters have their problems the same as we do at times, and if organized labor is to survive this onslaught of anti-labor legislation and the shenanigans that some of the politicians are pulling, we must all stick together for God only knows that today the Operating Engineers will need the help of the rest of the labor movement. Since myself with the present complement of officers have been representing you, we can truthfully say that we have secured good agreements with good wages and fringe benefits covering the members of our union and their families without seldom having to resort to economic action.

Having told the membership many, many times at the District and Semi-Annual Meetings, this is only due to the fact that we have the backing of the membership of the union and the respect of the employers and strange to say, while we can lay many of our woes to the acts of the politicians, we have throughout the years been able to make friends with a number of them and they have helped us many times and ways of which you perhaps have not been apprised.

In another section of the paper you will note that there is a questionnaire being sent to all of you and we are asking you to cooperate with us by filling this out in its entirety. The questionnaire is for the benefit of the health of our members. There is nothing more pathetic than to see a brother engineer in poor health for it not only affects him but also affects his livelihood as well as that of his family. We have laws in this country dealing with health and safety problems and we are only asking your assistance in helping us to strengthen these laws. We hope that you take a moment of your time and fill the questionnaire out and return to this office for it is really important to all of you and your family.

On Sunday, July 9 after the Semi-Annual Meeting, we left for Washington, D.C., where on Monday, July 10, we appeared before a subcommittee of the Construction Industry Stabilization Committee (C.I.S.C.) endeavoring to obtain approval of some of our increment wage increases. Inasmuch as their workload is extremely heavy, we have not to this time had word of their actions. Again we will repeat that our problem is two-fold; first we have to negotiate an agreement and second we have to get it approved by the C.I.S.C. or the Pay Board, whichever agency has jurisdiction of the specific contract.

On Tuesday, July 11, and Wednesday, July 12, President Paul Edgecombe, Vice President Dale Marr and I resumed negotiations with a committee representing the Utah A.G.C., and on Thursday, July 13, we consummated the contract which will be submitted to the membership affected at the first meeting on Tuesday, July 18 at 8:00 p.m., in Salt Lake City, Utah.

See More COLLECTIVELY SPEAKING on Page 16

Teamster Support Slows Work Picture in Oakland District

By **BILL RELERFORD**, District Representative & Business Agents **GUY JONES, JOHN NORRIS, HERMAN EPPLER, RAY MORGAN, RON BUTLER, JOHNNY RODGERS** and **ERNE LOUIS**

The Oakland area is always an active place to be in. Unfortunately, the work picture has become somewhat bleak due to a series of events that affect all of us at one time or another. Our only problem is that we are getting all these problems at once. As you



Bill Relerford

know three (3) Local Teamster Unions in five (5) Bay Counties are striking the Ready-Mix & Rock Sand & Gravel Plants. Due to our long standing relationship with Teamster Local 315, maintenance people were permitted to work. As the strike progresses, the 3 union negotiation committee may deem it necessary to shut down all phases of the ready-mix sources. This pinch is felt throughout the district as private and public construction are facing a "slow-down" due to lack of concrete.

At the time of this writing U. C. Employees working in Building Trades & Central Labor Council continue their work stoppage and picketing at U. C. Campus in Berkeley and Lawrence Rad-Lab in Livermore. Despite badgering by campus police, the Building Tradesmen involved have held fast in their effort to obtain a decent wage and workable grievance procedure. It may not sound like much to those not involved, unless you consider the fact that Building Trades negotiators cannot even meet with the decision makers of U. C. Regents.

What little work on the drawing board or in progress is receiving strong opposition from several groups of Radical Econuts. We're finding that a lot of these opposing groups have bias reasons, but jump on the Ecology band wagon, rather than disclose themselves. We are still working on the Mountain Village Development Project and may have some word soon in way of an Oakland Planning Commission decision. We have had a lot of member participation on this project which will be one of the major considerations at City Hall.

Proposition No. 9 has been a real eye opener to us in realizing what a radical Econut can dream up. In a good many Ecological issues we find Econuts who say "Stop the World, I have got mine." We must bring their attention to the fact that most of us in this world depend on jobs in or around the construction industry and are the backbone in our Economical Environment they are now enjoying.

The Southern Crossing has been rejected by the people in our last election. Again we must look at the real issues, both Ecological and Economical. There were Ecological Viewpoints that were challenged by labor, but the public in general did not seem to demand answers to questionable issues. They merely accepted the Ecological Viewpoints as law.

So Brothers, beware of the

Econuts hidden in these band wagons of do-gooders. One thing to keep in mind when weighing out such issues is to consider your empty Bank Account. We share concern in our environment, but we must remember man is also part of this environment and not to be excluded in the Balance of Nature.

Fiske Freinse and McClain are working on Fremont Blvd thru Fremont. This widening project is not a big job but will have about 10 Operators on it for a few months. Fremont Blvd. has been improved several times thru the past years but only in sections. The result of those improvements left the street widening to 4 lanes and returning to 2 lanes every few blocks. The new project that is under construction now will tie the wider sections

together and then resurface the downtown section to a 4 lane blvd.

The Ohlone College project in Mission San Jose is coming along very well. They (Rothchild & Raffin) have seven major buildings under construction. These buildings slowed when the Teamsters pulled out the ready-mix drivers. However, Rothchild and Raffin have not had to lay off too many men. They have switched the construction force to other jobs for the time being.

Along the line of the teamster strike in Southern Alameda we have a few plants down. The Teamsters agreed to allow the maintenance crews to continue to work as long as there is no production by the company.

SEE MORE OAKLAND, Page 3

Way Out Front...

With **KEN ERWIN**

Cinderella At the Crossroads

Poor Middle America Cinderella.

I'm afraid her story won't have the traditional happy ending.

Her Prince Charmings have been miscast.

There is fair Prince Richard the Nixon, heir apparent and stalwart defender of all the Good and the True, whose dalliance with Princess Dollarsigns and subtle flirtations with other princesses of the Outer Realms of Darkness of the Left and Oppression on the Right have given him little time to more than barely notice poor MAC although there was an occasion or two when he seemed about to see if the glass shoe would fit. It is doubtful that he will ever find any real time from his busy rounds of keeping his current paramours happy to realize the true beauty and value of our heroine. Still, he is not the most popular Prince of the Realm and much of the Kingdom feels that given a true Kingship, he might just turn into a Tyrant. Some feel that our girl MAC would offer real balance and have encouraged the Prince of Nixon to fit the glass slipper, woo her and win her to guarantee not only ascension to the throne but a successful and long reign. So far he has made only slight overtures, however, recently MAC fell into the lake while trying to clean up the big hall after a meeting of the Prince of McGovern clan and this brief glimpse of her vulnerability and innocent beauty may have touched his heart. He is said to have sent court advisers to see if she were real.

Of course, in the case of the dark-haired Prince of McGovern, our heroine never really encouraged him. MAC seemed to find him overly fresh and full of too many frivolous ideas and although at one time he tried to fit the glass slipper, MAC offered little encouragement since she had caught him playing tiddleywinks with her younger sisters and telling them all the while how unattractive she was but that he might be stuck with her.

So poor, aging Middle America stands patiently. Waiting for a Prince Charming that may never come.

Still, someone once said, "Hell hath no fury like a woman scorned" and maybe our heroine will go out and find her own Prince Charming just to show them.

They say the Prince of Kennedy has great charm and is the sincere and dedicated type that could really love a True Blue Girl like Middle America Cinderella.

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Auburn Dam Bids Are Due

By **RALPH WILSON**, District Representative; **AL DALTON**, **AL SWAN**, **BOB BLAGG**, **MIKE WOMACK**, Business Representatives

Bids will be coming up on the Auburn Dam. Contracts for construction of a 12-story City-County Housing Authority office building and low-rent housing project — a \$2.8 million building at the southwest corner of 7th and I have been awarded to the Nielsen-Nickles Company. Construction has

Ralph Wilson

started on a \$457,000 expansion project to convert a one-mile section of Hiway 160 from two lanes to a four-lane expressway. The work will be done between Meadowview and Florin Roads in Sacramento, with completion anticipated in five months. A half-mile section of Reed Ave. in West Sacramento is being widened between Todhunter Ave.

In the mountain area the small jobs are starting up. The Forest Hill Bridge is coming to the end. This has been a good job for some of the brothers. Walsh-Western was the contractor. Fresno Paving was the low bidder on the Hiway 49 job near Auburn and they should be starting very soon. G. S. Herrington is working the mechanics in the shop trying to get the equipment ready for the jobs coming up this summer. Joe Chevreux, along with Kaiser Sand & Gravel are working on a quarry near Meadow Vista. The quarry will supply all the material throughout the Colfax and Auburn areas and will put some of our good brothers back to work in the near future.

As always, we ask all of you good brothers to give blood to our Blood Bank in Sacramento. There is an ever present need for blood and you never know when you are going to have need of it yourself. Some of the recent donors are Ted W. Cox, Harold Dalske, and Mrs. Frances White. We really appreciate the donations.

A three-day strike by the Millwrights, Union Local 1051 against Westinghouse Corporation at Rancho Seco put our Brothers out of work for the same length of time. We are glad to say they are back to work.

Museum to Include WW II Ope 3 Display

The Oakland Museum of Art has begun work on a permanent exhibit in the Cowell Hall of History that will include the **Operating Engineer's work** in the shipyards of the Bay Area during World War II.

A spokesman for the museum said they are on the lookout for anyone who has items such as hard hats, union buttons, posters, pictures or other objects and graphics of the period who would consider donating the items as a tax deductible gift. However, they indicated the Museum is willing to purchase some items if their value warrants it.

Any brother who has some memento he feels he can part with should contact Miss Mary Fabilli or Mr. L. Thomas Frye at the History Dept., Oakland Museum of Art, 1000 Oak St., Oakland, CA 94607 or phone 273-3842 to inquire further.

Redding Blood Drive Very Big Success

By **KEN GREEN**

Our Business Manager, Al Clem, is putting together a committee to help fight the so-called "ecologists" who are trying to break the back of this Local Union. At a meeting held in Redding on May 18 and 19 in the Supervisors Chambers, Court-



Ken Green

house, the State of California discussed the proposed projects that will be coming forth in the 1972-73 fiscal year. We filled every seat in that chamber to try to keep away the element that is stopping the work in California. In addition to being the District Representative, I also service an area of approximately 14,000 sq. miles in which there is very little work. If the so-called ecologists are successful in their fight against progress, the work picture throughout Northern California can only hope to grow worse. We will be calling upon members, their wives and friends to be seen and to voice their opinions at the planned meetings.

The building boom in Redding, sparked by construction of the downtown shopping center, continued unabated as the 2,327,508 in permits issued pushed construction for the first four months of 1972, above the total for all of 1971. The April figure above \$1.5 million for the third month in a row, pushed the amount so far in 1972 to \$5,947,435, some \$252,000 above the 1971 twelve-month total. For the first time in three months, the largest project begun in the city was not related to the downtown mall. Work began in April on the 159-unit, a \$1,010,914 Red Lion motel and restaurant on Hilltop Drive. The second largest building begun was the Sim Nathan shoe store in the downtown mall, for which \$90,675 in building permits were issued.

K. S. Mitty Construction Company of Anderson and J. F. Shea Company, Inc., of Redding each won bridge building contracts with Shasta County in close bidding. K. S. Mitty underbid eight competitors to win a \$61,628 contract to build two bridges on Oasis Road, one at Churn Creek and the other at Newtown Creek. The bridges will be built before a road is contracted between the Interstate 5 freeway interchange with Oasis Road and what is now the end of Oasis Road.

Shea's \$63,462 bid for construction of a bridge and road work on Cassel Road at Hat Creek was only \$215 less than the nearest competitor, Lema Construction of Redding.

Enterprise Public Utility District directors are expected to award a contract on a \$450,000 project to construct a new administration building, equipment shop and fire hall addition. The administration complex is to be built at the site of a present, outmoded wooden building and to be financed through the sale of revenue bonds by nonprofit corporation set up by the district. Plans call for remodeling of the fire hall to provide extra dormitory space and a training area for firemen. Bids were opened by the Enterprise Public Building Corp., May 15. The lowest bid, \$450,000, was submitted by the Knighten - Gallino Construction Company of Redding.

Proposed bond elections to be held this June ranging from Yreka to Orland have gotten the usual threats by local newspapers,

that if the bond elections are not passed there will be raw sewage running in the streets. Part of the printed matter is truth and part is fiction. Common sense that tells us we must have adequate sewer facilities to take care of our expanding population, and it doesn't take the news media's over-publicizing to remind us of our responsibilities. In Dunsuir this past year raw sewage has been dumped into the Sacramento River to a point where it is killing the fish. And yet, the proposed sewage treatment plant in Dunsuir has not become a realization as of this writing. Basically, the same problem exists in Anderson Happy Camp and all up and down the Klamath River.

The long-awaited Hwy 44, the Airport Road overpass, is well under way at this writing. McGuire and Hester, an Oakland based firm is the prime contractor and will move the dirt and build the bridge. Jim Lehman, a 20 year member of the Operating Engineers, is the Project Superintendent. There are four 631's, a D-9, a Cat 12 blade and one pactor. There will only be six weeks of actual earth moving but on an overall picture the company will be in the area six months.

Morrison-Knudsen of Utah is well underway on their project, Hwy 36, Paynes Creek. Approximately 40 Engineers will work on this project at its peak. The company has moved in a new A-C 41 hoping to do away with the Dupont ripper. Good luck.

By **BOB HAVENHILL**

The work in the Redding District is finally starting to move.

Hughes & Ladd, Inc., received the go ahead to remove the old Southern Pacific Railroad bridge at Lakehead, California. This has been a key factor in the completion of their project on Hwy 5 at Lakehead. They now can proceed with the construction of the north and southbound lanes under the new bridge. D. J. Miller Construction, Inc., has completed the cement treated base on the northbound lanes and J. W. Vickery Company has started the

paving spread for the northbound lanes. When the northbound lane concrete has cured, (30 days) Hughes and Ladd, Inc., plans to complete the shoulders and be ready to move the traffic off the southbound lane so they can get it ready for Vickery to pave.

Hughes & Ladd, Inc., has started moving the muck on their Hwy 5 job at Hornbrook, Calif. Brother "Jiggs" Geist is the Superintendent on that job and expects to go full bore till the winter snows shut him down.

Art Tonkin Construction, Inc., Jensen Drilling, McKnight Ready Mix, O'Hair Construction, Inc., and Anderson Construction Company, Inc., are all busy at various locations on Hwy 96 (Klamath River Hwy) doing flood repair work.

Woodstream-Osborn Construction J. V. will start the new Dunsuir High School as soon as the current term ends. Aaron Richardson Excavation, Inc., has most of the dirt moved and will be off the job shortly.

Gordon H. Ball, Inc., is working five tens on their Hwy 5 job at Weed, California. The north end of the job (in Dunsuir City Limits) has turned out pretty rocky, so end dumps instead of scrapers have to be used. The rest of the job is going ahead of schedule.

Eastco-Hughes and Ladd J.V. are progressing according to schedule on their Montague-Granada Road job with Hertel Construction Company subs on the bridge.

North Valley Construction Company should be back in on their Hwy 97 job out of Dorris.

J. F. Shea Company, Inc., has about 20 operators working on their Lake Shastina Sub-division. Teichert Construction has started clearing and grubbing on the Dana-Glenburn Road job in eastern Shasta County.

The City of Burney sewage treatment plant contract should be let by the time this goes to print.

REDDING BLOOD DONORS

—Once again many, many thanks to the Brothers and their wives who turned out for the 1972 An-

nual Blood Drive. Many pints have been used and will be used during the year—and the families that receive are always very grateful. The donors were: Leslie Ammon, Ossie Balbini, Rose Ballard, Lou Barnes, Mike Barnes, Lucille Berry, Bev Bertam, Charles Blackburn, Lawrence Bland, Kay Cavarrubias, Drue Ciulla, John Ciulla, I. Clifton and Glenn Copher.

Other donors were: Monroe Cordell, Ed Darvell, James Darvell, Dolores Deetz, Henry Deetz, John DeJong, A. W. Denning, Ferd Drayer, Gary Drumm, Barbara Felsher, Robert Felsher, Wayne Gardner, Willie Gardner, Sonda Green, Ken Green, Lester Griffith, Jack Griner, Glen Hardwick, Donald Harris and Bob Havenhill.

Also Walt Hurlbut, Betty Jernigan, Jenny Johnson, Jess Kakuk, Anna Krone, A. L. Krone, David Kuykendall, Jesse Landsale, Michael Landsale, Robert Leslie, Art Lifquist, Sid McBroome, Russ McConnell, R. D. McConnell, R. L. McDonald, L. J. Michaels, Ed Milligan, Nancy Monk, Walt Monk, Nellie Moore, and Cliff Morrison.

In addition, Ellis Myers, John Nash, Oswald Dusina, Jeanne Parrish, Walt Proebstel, Jeanne Robitaille, Laurence Sackett, John Schroeder, Vern Schuetle, N. J. "Tex" Sheeran, Ken Staneko, John C. Steel, Michael Stephens, donated blood, as did Hiram Stewart, Pearl Valentine, Ruby Vardanega, Willie Vardanega, Henry Waits, Jackie Waters, A. B. Westphal, Verda Westphal and Stan White.

Birdwatcher Blurb

San Jose's Alister McAlister has been named top BIRD-WATCHER of the year by that group according to the **Assembly Democrat** a party publication. Also high on the list were Bob Moretti, Ken Cory, Jack Fenton, Ken Meade, Peter Chacon and David Pierson. The **Democrat** boasted that they proved whose friends they were.

More Oakland Report

(Continued from Page 2)

Those plants affected are Lone Star, Rhodes & Jamison, and also Kaiser. We are hoping by the time this paper is out the problem will be resolved and all those brothers affected will be working again. We are helping all we can for an early settlement.

Pacific Excavators have broken ground on the new Peterbuilt building. This is located in Newark and will cost about 1½ million dollars.

Eugene Luhr is working on the Alameda Creek at Mission Blvd., continuing to widen and clean the creek bed. The project they are working on now will go East approx. ½ mile of Mission Blvd. They have about 20 Brothers on that job.

Elliott Homes out in Pleasonton have awarded a dirt project to H. B. Lein of Napa. They will move approx. 380,000 yards for a new housing project located at the end of East Stanley Blvd.

Work in the Central Contra Costa County area has picked up some with the coming of good weather, but is still not what could be considered good.

Independent Construction Company is about one third of the way along on their 500,000 yards at the Campolindo tract in Rheem Valley with the spread employing about 15 operators. R. K. Randles out of San Pablo has

two survey crews on this job doing the staking.

Gallagher and Burke has moved the bulk of the dirt on their widening project at Rheem Blvd and Moraga Blvd. The dirt from this job is being trucked to their tennis court job on Larch Ave.

Polich and Bendict is backfilling on their Highway 24 freeway job just west of the Caldecott tunnel.

Survey work continues to hold up fairly well, with Bryand and Murphy in Walnut Creek, Ben H. Ferguson in Pleasant Hill and Associated Professions in Livermore being some of the busier firms.

The Ransome Company of Emeryville is keeping several operators busy on a number of small jobs scattered throughout the Oakland district.

Now a special word to all our 3-E Brothers. We hope you have all received notification by letter that through the efforts of our Business Manager Al Clem, the Executive Board has approved a special reclass fee of \$63.00 to upgrade your 3-E card to a straight 3 card. This will be in effect until Sept. 1, 1972.

This breaks down into a \$50.00 difference between the two cards, a \$10.00 International Tax, and \$3.00 for the difference in a quarter's dues.

Even if you have no plans at the present time for working on

construction, the work picture could change, and now is the time to upgrade that card brothers, while the sun is shining and the dust is flying.

The Western Contra Costa County from University to Walnut Creek has been slow because of the environmentalist and Ecologist Radicals, then came the strike which slowed things down even more, several jobs are down due to lack of material.

We have had the opportunity to sit in on a few conferences in regards to the Mountain Village Park and Housing Development and were not surprised at opposition on the part of the Sierra Club and clubs of that type.

Ball and Ball Brosamer had to shut down because of the cement strike along with others in this area; Ball & Ball Brosamer has the San Pablo Dam Spillway. Gallagher & Burke has the dirt work completed at the Dark Area, and the Underground work was started.

In the shops, work has not slowed down very much, William & Lane have been going strong all year. Tide Equipment has five Brothers working at this time, and they expect the last six months to be better than the first.

We have quite a few small jobs in this that only last for two or three days, but we hope this will get better after the strike.



TIGHT FEDERAL REGULATIONS make Union Elections one of the most closely supervised forms of Democracy in the world. In the top photo the full election committee and Local 3 staff members listen as Recording-Corresponding Secretary T. J. "Tom" Stapleton explains the duties and responsibilities of the Election Committee. In the center photo the election committee poses for an official photo. They are back row (l. to r.) Gayle Peterson, Dist. No. 12; B. O. Robinson, Dist. No. 6; Jerry McDonald, Dist. No. 7; Richard Lacer, Jr., Dist. No. 17; H.

L. Spence, Dist. No. 4; Francis Rocha, Dist. No. 5; Aaror Becker, Dist. No. 3; James O'Brien, Dist. No. 1; T. J. Stapleton. Front row (l. to r.) Hale Mason, Dist. No. 2; Robert Hobbs, Dist. No. 11; Les Hodge, Dist. No. 9 (Chairman of Election Committee); Les Crane, Dist. No. 10; Tom Eaton, Dist. No. 8 (Secretary of Election Committee). In bottom photo election committeemen assisted by staff check eligibility of nominators and candidates against IBM Printout records.

Stockton Jobs Prove Need For Militancy

By **WALTER TALBOT,**
AL McNAMARA and
BOB SHEFFIELD

The work picture has not improved significantly from our previous report, however, Engineers have been employed on



Walter Talbot comes 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 \$13.8 million in material costs of the 7.8 miles of the West Side Freeway from Hammer Lane to Highway 12 near Lodi. 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 \$458,640 contract to landscape 2.7 mile section of the freeway between Calaveras River and Stockton Channel. This figures to a cost of \$170,000 a mile to beautify the West Side Freeway in Stockton.

S. M. McGaw 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 C.M.I. hot plant, shops and offices at their new location on Highway 50 south of French Camp. A \$249,479 contract for resurfacing 4.5 miles of French Camp Road was also won by the McGaw Company. The job involves work on the road between Highway 99 and Jack Tone Road.

Construction of the Crosstown Freeway between Madison and Stanislaus 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 if \$5 million in added federal money is included in the state highway budget to be adopted in October. The complete project, from Madison Street to Highway 99 has a \$52 million price tag at the present time.

A \$295,826 contract for work on 10 miles of roads in southern San Joaquin County has been awarded to Teichert Construction Company. The project involves work on Grant Line Road between Byron Road and Tracy Blvd., Roberts Island Road from Howard to Highway 4, Roth Road from the West Side Freeway to Airport Way and Louise Ave. in the same general area.

Teichert Construction also was awarded a road resurfacing con-

See BIG PROFITS, Page 5

See More STOCKTON, Page 5

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 60 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

Marin Work Keeps Brothers Busy

By AL HANSEN

Freeman-Sondgroth & Lew Jones Construction Company were awarded the contract for constructing 5.2 miles of 6-lane freeway, 9 bridges and box culverts, and installation of signals and lighting in and near Novato—0.2 miles south of Rt. 37/101 to 1.2 miles north of Atherton Avenue at a cost of \$13,966,325. Everybody will be happy when this job starts, as there has been much controversy about it for several years.

About 6 acres of land on Entrada Drive has been approved by the County Planning Commission for rezoning, for an 89-unit apartment complex. The site involves three parcels. Both the county planning staff and the City of Novato were opposed to rezoning one of the parcels from agricultural to planned residential. That parcel, approximately four acres, was said to slope from 15 per cent to 50 per cent and to be densely wooded with oaks, bays and madrone.

Commissioners also approved the rezoning of the 23-acre basalt quarry behind McGraw-Hill on Highway 101 to limited agriculture from heavy industrial. In January, the commission approved an excavation use permit for Ghilotti Brothers for a limited time only, to acquire fill for the new freeway bypass. By rezoning the parcel back to agricultural, the county hopes to preclude further quarrying after Ghilotti Brothers is finished.

John B. Sibbald Construction Company of San Anselmo was recently awarded a \$10,877 contract for a new bridge at Bridge Court.

James Construction Company of Santa Rosa submitted a low bid of \$257,700 on construction of an addition to Miwok Valley School in Petaluma. The work involves an eight-classroom addition to the main school, now under construction on St. Francis Drive. The addition should be completed early next fall.

The Marin Hospital District board authorized going to bid on \$410,000 in improvements to Marin General Hospital. The cost estimate is about \$80,000 above the original expectation, because the board added a major extension to the radiotherapy section. Also included in the project are adding to the capacity of the electrical system, creating an intensive care unit for coronary patients in the old pediatrics ward and developing an intensive-intermediate care section of the nursery.

McGuire & Hester was recently awarded a contract in the amount of \$687,965 for widening 6-lane highway near Sausalito.

There's a groovy project due on Highway 101 for about two miles, from just north of the Miller Creek overpass to the Ignacio Boulevard overpass. The project, which will cost an estimated \$43,000, is safety-motivated and the State Department of Public Works will open bids April 12 (bids are now being asked). Pavement of the two-mile stretch of highway will be grooved to reduce skidding and accidents during wet weather.

Another safety-oriented project, due for completion by mid-summer, will get underway soon. The State Department of Public Works awarded a \$39,997 low bid contract to L. H. Leonardi Electric Construction Co., San Rafael, to install "breakaway" bases on lighting standards on Highways 101 and 17.

WORK STARTS ON FREEWAY BYPASS—After more than a month's delay because of a court suit, work on clearing vegetation from the freeway route east of the railroad tracks has begun. Things began moving to get the freeway project back on the road after the release in San Francisco of U. S. District Judge Robert F. Peckham's opinion upholding his previous refusal to issue an injunction against the \$13,966,325 project. Freeman-Sondgroth and Lew Jones Construction Company are the contractors. Completion of the 5.2 mile project is expected to take place in late 1973.

Massman Construction Company has completed about 40% of the project on Route 101 to widen the Richardson Bay Bridge from six to eight lanes. The erection of girders for the northbound widening has started; there will be 144 of these prestressed concrete girders installed, which will widen the bridge 25 feet on each side, to provide the additional lane in each direction plus shoulders. The \$4,200,000 project, which also includes replacement landscaping, is tentatively expected to be completed by spring of 1973.

Linking with that project is one which will add a northbound lane for a mile and a half on Route 101 from Spencer Avenue to the Richardson Bay Bridge. The entire roadway in both directions will be resurfaced for four miles from the Golden Gate Bridge to the Richardson Bay Bridge. McGuire & Hester of Oakland is the contractor.

To continue that widening program a project is now in design that will add two lanes to Route 101 for four miles from the north end of the Richardson Bay Bridge to Greenbrae Interchange. Design plans are about 50% finished now and an advertising date is tentatively expected in mid-1973.

The project for planting of ground cover, trees, shrubs and vines and installing irrigation equipment on Route 101 from Irwin Street in San Rafael to just north of North San Pedro Road is now in plant establishment stage. A & J Shooter is the contractor on this \$77,000 project. The plant establishment period is expected to be completed this month.

Teichert Construction Company is more than half finished on a project to construct a ramp and frontage road at the Forbes Overhead, near San Rafael, on Route 101. When completed this spring, the \$105,000 job is expected to improve safety and traffic flow in the area.

A traffic safety project on Route 101 near Novato has been called for bids. The project calls for grooving about two miles of pavement from 0.3 miles north of Miller Creek Overcrossing to Ignacio Boulevard Overcrossing. The grooved pavement will reduce skidding during wet weather by providing greater traction between the pavement and vehicle tires. Bids were to be opened on April 12th. Approximately \$43,000 is available for the project.

A slide removal project, including construction of bin wall is planned for various locations from Sir Francis Drake Boulevard in Larkspur to California Park Overhead in San Rafael. A May 1972 advertising date is tentatively scheduled and \$190,000 is budgeted.

ROUTE 1—Work is now completed on the project that repaired slide damage and installed rock slope protection on a two-mile long section of Route 1 south of the Marshall area. This \$156,000 project was accepted from Teichert Construction Co.

Bids were opened on March

13, 1972 for a project to widen Route 1 at intersection of Shoreline Highway and Almonte Boulevard, near Mill Valley. The County is designing the project and will administer the contract which will include the installation of traffic signals and safety lighting. The State is contributing up to two-thirds of the total cost. The work is expected to be completed by June of 1972. The low bidder on this contract was Brennan and Dalecio Inc. of San Rafael, at \$42,663.

Between the south junction of Route 1 with Panoramic Highway and approximately a half mile south of Stinson Beach, portions of Route 1 will be widened, resurfaced, and drainage improvements made. Design of the \$315,000 project is almost complete, and an advertising date is tentatively scheduled for the end of this year.

ROUTE 37—Another resurfacing job is planned that will level and repair westbound lanes from Route 101 to Atherton Avenue. The \$220,000 project is tentatively scheduled for advertising in early next year.

ROUTE 131 — Ghilotti Bros. completed the project to widen Route 131 (Tiburon Boulevard) and install left turn channelization at four points in and near Tiburon — Avenida Miraflores, Rock Hill Drive, San Rafael Avenue, and Lyford Drive. The \$92,000 project was accepted on March 1.

Projects in Marin and Petaluma are affected by a delay in construction of \$150 million worth of California freeway work.

The projects are \$2 million to widen a four-mile section of Highway 101 from six to eight lanes between Richardson Bay Bridge and the Greenbrae interchange, and \$580,000 to construct a four lane overcrossing on Highway 101 at Caulfield Lane in Petaluma. These among 31 projects statewide would be deferred from this and next fiscal year until at least mid-1973. Reasons given were inflation, changes in state and federal programs which determine where the funds must be spent, federal "impounding" of California interstate highway money and diversion of state

highway department funds to other programs, such as smog control.

YEAR MORATORIUM ON SAUSALITO BUILDING — With little discussion and no debate, the Sausalito City Council clamped a one-year moratorium on subdivisions, lot splits and residential planned unit developments, but left the door ajar for some development.

Heavy traffic creeps around sewer installation work at Second and Hetherington Streets in San Rafael, as work continues on the city's \$1.4 million sewer reconstruction project. Maggiora-Ghilotti is the contractor on this project.

Kirkwood & Bly is working at the west end area—closing off one block of Fifth Avenue between K Street and California Avenue to permit work on another phase of the project. The block would be closed for about two weeks.

COURTHOUSE SQUARE GETS A PROPOSAL—A multi-story office building is being proposed for the old Courthouse property in downtown San Rafael. McKeon Construction Company are making a formal offer to the city for the property. They plan a six to eight-story structure with another three-story building. The space will include 90,000 to 100,000 square feet of rentable area plus parking. The plans leave 45 percent of the site open.

Bids on construction of a pump station on Olive Street in Novato are to be opened. Plans for this project as well as improvements to the Marin Village pump station were approved, and the work will be financed by bonds approved in 1970.

SHORTAGE IN N. MARIN — The North Marin County Water District doesn't have a water supply problem as a result of below normal rainfall this season, but it does have a delivery problem. In the event of a prolonged hot spell this summer, the district could have some problems. The district, which gets two-thirds of its water from Russian River, has an adequate supply, but the bottleneck is the undersized section of the delivery line from the river to Cotati. The peak use demand during hot

spells is expected to exceed the district's ability to deliver water. The district can deliver 10 million gallons a day from Russian River and Stafford Lake, but peak demand in hot spells is expected to be for more than 12 million gallons. The possibility of water rationing during the upcoming dry season has been raised where reservoirs serve as the sole supply. The last water shortage in the district was in 1961.

More Stockton

(Continued from Page 5)

tract in District 4 for \$150,346 and another for \$234,448 in District 3 both in San Joaquin County. Stanfield and Moody of Tracy was low bidder at \$404,254 for streets, sewers and water distribution system at Lincoln Village West.

The West Side Freeway bridges across Stockton Channel are almost finished but they will not be opened to traffic until September, according to officials for Granite-Stolte at which time they expect to have the highway completed to Charter Way.

MODESTO: George Reed, Inc., was low bidder at \$48,960 to install drainage along Highway 132 east of Waterford. Valley Construction Company is the low bidder to install City of Modesto water lines on two subdivisions in northeast Modesto. Flintkote Company is the low bidder at \$236,396 on the Needham Street widening project. Needham will be widened from McHenry Avenue to Hackberry Avenue to four traffic lanes and two parking lanes. Plans call for an 80-foot right-of-way with 64 feet between curbs. F & M Engineering Contractors of Santa Cruz has started a water line for Boise Cascade at Pine Mountain Lake near Groveland. The bid was approximately \$200,000. Ken Shelton is superintendent. It will take approximately three months to complete the job.

A hearing aid company in Stockton will give hearing tests to members and their families free of charge. The test can either be taken at your home or at the hearing aid center. Any member interested in this service can call the dispatcher in Stockton for details.

We Get Letters!

Dear Sir:

I wish to thank you and all of Local No. 3 for your help and kindness while my husband, Clayton McGrath, was ill and in the hospital, also at death. I received both checks which were very much appreciated, as I took care of the bills outstanding, mostly the bill at the cemetery. The beautiful white Bible is also appreciated—I treasure it.

I'm back at work, my nurse's union got my seniority restored, so I'm very thankful to be working steady again full time. Thank you again.

Sincerely yours,
Helen McGrath
San Francisco, Cal.

Recording - Corresponding Secretary T. J. "Tom" Stapleton has announced that the **Installation of Officers and Executive Board Members** will take place on **Wednesday, September 6, 1972, at 8:00 p.m., at the Engineers Building, 474 Valencia Street, San Francisco.**

Bigger Industry Profits

(Continued from Page 4)

used extensively in housing, such as companies in the gypsum, glass, tools and hardware, and multi-building products groups, reaped the most benefits," Christie said. "Even manufacturers of cement, a material used less extensively in housing than in all other types of construction, were able to cash in on the boom and as a result lift sales 15 per cent. This, plus a hike in cement prices, helped this product group achieve a 30 per cent increase in net profits for the year."

According to Christie, 1971's earnings reports of building products makers showed a good profit recovery from the 1971 recession, but one not strong enough to push the profit picture above the record years of 1968 and 1969. "Profits should continue to advance during 1972, when growth in contract construction will be more balanced," said the Dodge economist. "Producers oriented to the housing market will find the demand for their products remaining strong. And producers who were overlooked by the 1971 housing boom can expect good gains in nonresidential building and non-

building construction to provide a stronger demand for their products."

Full-year profits of the 14 product categories reported by Dodge were:

Glass (3 companies), up 86 per cent;

Gypsum (2 companies), up 69 per cent;

Multi-products (6 companies), up 57 per cent;

Cement (9 companies), up 34 per cent;

Iron and Steel (4 companies), up 20 per cent;

Plumbing Fixtures (2 companies), up 14 per cent;

Controls (4 companies), up 13 per cent;

Forest Products (5 companies), up 12 per cent;

Heating and Air Conditioning (3 companies), up 7 per cent;

Tools and Hardware (5 companies), up 11 per cent;

Electrical Fixtures and Fittings (5 companies), up 4 per cent;

Coatings (3 companies), down 3 per cent;

Heavy Equipment (6 companies), down 9 per cent;

Aluminum (3 companies), down 58 per cent.

Should Help Work Program

Storm Damage Priorities Set Up North

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

Bids on the McKinleyville Water System totaled \$120,000, less than the Engineers estimate



Ray Cooper

so awarding this project will not be any problem and work will begin immediately. R.H.C. Construction Company of Redding bid \$489,000 on the first schedule of construction. Dave Wilkins—J & W Pipe of Eureka had the low bid of \$966,724 and \$1,220,447 respectively for the second and fourth schedules. Glen W. Shook of Redding was low on the third schedule with \$939,769. The first schedule is for storage tanks and control buildings, the second for main transmission lines and the third and fourth for secondary lines.

Madonna Construction Company of San Luis Obispo submitted a low bid of \$175,000 for constructing passing lanes on Highway 101 in Del Norte County near Wilson Creek.

Bids will be opened the end of June for widening two miles of Route 199 near Gasquet. The southerly half of the two mile project will be widened from two lanes to four lanes. The northerly half will be constructed to a three lane width having eleven foot shoulders. The center lane of the three-lane portion will serve as a two way left turn lane. Engineers' estimate is \$400,000.

Redwood Empire Aggregate and North Coast Paving are finishing the Nally job on North Bank road north of Crescent City. Tonkin Construction is also on the North Bank Road straightening out a few of the curves and storm damage repair.

Granite Construction Company has their plant going at Smith River producing materials for the Crescent City Freeway.

Although the Butler Valley Dam is still a highly controversial issue, the Corps of Engineers are doing exploratory work and have issued bid calls for core drilling at the Dam site. The project involves inclined and vertical core drilling on the right abutment and in the channel of the Mad River and will consist of nine holes, ranging in depth from 65 to 150 feet.

At Alderpoint, Kaiser Steel has moved in their 4000 Manitowoc to set the girders on the new bridge across the Eel River. This will be a rather tough show because of under-currents in the canyon. The "picks" will average 50 tons each. The 4000 will be equipped with 108 feet of boom. About six weeks is anticipated for the erection of the steel. Lew Jones Construction Company of San Jose is the prime contractor.

On Highway 101 just north of the Mendocino County line a project is being prepared for bidding later this summer. It is near the present Twin Trees Bridge and will consist of grading and paving of approaches for a new bridge. The bridge contract, however, will not be let this year. Approximately \$1,800,000 is budgeted for the clearing, dirt and asphalt.

At the Rio Dell bridge site we have a flurry of activity with Lew Jones Construction Com-

pany again the prime on the new 3 million plus bridge. In spite of the wet weather this spring Earl Nally, who is subbing the dirt, has done a real nice job, with the brothers employed here losing very little time. P & Z Company of South San Francisco has two rigs on the job, doing the drilling for the pier footings.

Mercer Fraser Company is right in the middle of their big overlay job on Highway 96 between Orleans and Weitchpec about 85 miles from Eureka. Approximately 20 Engineers are employed on this project, and long hours are keeping the Brothers happy. This firm was just awarded another overlay project at various locations on state highways in Humboldt County. Their bid just under 1/2 million dollars. More paving projects are anticipated late this season, especially overlay work on storm damaged roads.

STORM DAMAGE REPAIR PROGRAM APPROVED FOR COUNTIES: Humboldt and Del Norte Counties have been declared disaster areas as a result of the extraordinary storms of January, February and March. Damage to state and county highways has been estimated in excess of \$5,000,000. An emergency storm damage repair program costing an estimated \$1,720,000 has been approved by the California Highway Commission and is now awaiting the Governor's approval. The major projects are as follows:

Del Norte County—restore the embankment, place base and surface on Route 101 about five miles north of Crescent City. Estimated cost, \$285,500.

Restore the embankment and drainage facilities and resurface at two locations on Route 196 between 1.5 and 2.0 miles east of Route 101. Estimated cost, \$145,000.

Restore rock slope protection in the Smith River at four locations between about 0.5 mile and 6.0 miles east of Gasquet to prevent water from undercutting Route 199. Estimated cost, \$97,000.

Humboldt County—Repair the embankment at three locations on a section of the Route 299 construction in progress between 2.2 and 3.2 miles east of the North Fork Mad River Bridge. Estimated cost, \$350,000.

Remove slides, restore embankments and correct drainage at 20 locations on Route 169 between Wauteck Village and 1.5 miles east of the Martins Ferry Bridge, and restore the abutments, piers, supports and rock slope protection at the Peewah, Cappell and Mawath creek bridges. Estimated cost, \$236,000.

Remove debris to open the waterway at Big Lagoon Bridge on Route 101, about nine miles north of Trinidad, and repair the damaged bridge piers. Estimated cost, \$163,500.

Remove a slide, restore drainage and place base and surface on Route 96, 1.2 miles south of the Klamath River Bridge, and remove a slide and reshape the roadway of this highway, about eight miles northerly. Estimated cost, \$81,000.

Just across the Humboldt County line in Siskiyou County—Remove slides, repair the embankments and shoulders, replace the rock slope protection and remove debris under bridges at various locations on Route 96 between the Humboldt County line and about 2.5 miles north-east of the Scott River. Estimated cost, \$79,500.

W. Jaxon Bakers' Highway 101 job near Big Lagoon has started out with approximately twenty Engineers working and with more to be added as the job gets underway. Gail Easley, Superintendent, informs us that they may go two shifts again this year.

Granite Construction Company should complete the Crescent City Freeway early this spring. Most of the dirt work has been completed, so the majority of the work will be from the sub-base to the finished asphalt paving.

Tonkin Construction has started his recently awarded project in Del Norte County on the North Bank Road. This is a small re-alignment job but will put a few more Brothers to work.

McKinleyville Water Project Bids Asked—The McKinleyville Community Service District has advertised its multi-billion dollar water project for bids which will be opened June 1.

Estimated construction cost is \$3.5 million. The district's board of directors announced that 500 days, which should allow two seasons, is being allowed for construction.

Firms may bid on the entire project or on four work schedules or both. The first schedule is for building booster stations and tanks while the second is for the primary transmission line and the third and fourth for the secondary lines.

The right-of-way acquisition agent reports that 39 residents have not signed right-of-way easements. He said 16 of the property owners could not be located. Approximately 23 will be turned in for title report to prepare for right-of-entry proceeding.

The board has received approval of the water project plans and "specs" from the Department of Water Resources.

Centerville U.S. Navy Base to be expanded: Bids will be opened June 1 at the U.S. Navy's Naval Facilities Engineering Command here on an expansion of base facilities at Centerville Beach, five miles west of Ferndale.

The work involves an expansion of barracks and other facilities to accommodate a planned increase of personnel believed to be more than 100 per cent.

It may also involve some classified activities in an activity described by Navy officials as a "sensitive function." Centerville Beach is a key communications station on the West Coast.

The bid call describes the work to be done as including site preparation, construction of concrete floors and footings, installation of concrete masonry exterior walls, and interior partitions.

The bid call describes the estimated cost range at between \$1 million and \$5 million. According to a recent report, the Defense Department only asked for \$664,000 for construction purposes in the budget for the fiscal year beginning in July. The balance may be made up from this year's budget.

Earlier reports from state and federal officials placed the project at \$2,330,000. The expansion will reportedly increase base personnel capacity to 185 men, 130 on a 24-hour basis and 125 on a normal day-time basis.

Present capacity is reported to be 35 personnel on a 24-hour basis and 80 on normal shift basis.

State officials from the North Coast Regional Water Quality Control Board, from whom the Navy gets permission for the

water pollution control aspects of the project, said they were told the construction involves relocation of underwater cables because of an unstable bluff condition.

Navy spokesman said the report on underwater cables was in error. The project will involve moving an antenna to allow relocation of a parking lot and antenna cables between the road and the main operations building according to a Navy spokesman.

The Navy said plans and specifications for the project will be available for inspection "on or about May 3."

Small Highway projects to be let: The Division of Highways is calling for bids on several small projects in Humboldt, Del Norte and Trinity Counties which include resurfacing portions of Routes 36 and 101 in Humboldt County and Route 299 in Trinity County.

A one-inch blanket of asphalt concrete will be placed at the following locations: Route 36 in Humboldt County beginning at its junction with Route 101 at Alton and continuing easterly to 0.2 miles north of Little Larabee Creek Bridge 1.6 miles east of Bridgeville (portions). This is a distance of 26.3 miles.

Route 101 in Humboldt County, beginning just north of Fortuna overhead and continuing northerly to Fernbridge, a distance of three miles.

Route 101 in Humboldt County, from its junction with Broadway and Fifth Streets in Eureka to Eureka Slough Bridge a distance of 1.8 miles, and from 4th and G Streets to Eureka Slough Bridge.

Route 299 in Trinity County beginning just east of South Fork Trinity River Bridge to just west of Trinity River Bridge, a distance of 13.9 miles.

Bids will be opened June 7 in Sacramento. Approximately \$538,000 is available for the job.

Near Klamath, the Division of Highways is calling for bids on a project to construct a truck-passing lane in Del Norte County along a one-mile section of Route 169.

The additional lane in the northbound direction will enable vehicles to pass slow-moving trucks and will help to relieve the congestion in this area during the summer tourist season.

Bids will be opened June 7 in Sacramento. A total of \$260,000 is available for the project.

Also in Del Norte County the Division of Highways is calling for bids on a project along 101 beginning six miles south of Crescent City and continuing 5.5 miles southerly.

The project is to provide an anti-skid coating of coarse-graded asphalt concrete. This will be applied to increase friction between the roadbed and vehicle tires for better traffic safety. Superelevation will also be corrected on many curves on this stretch of road.

Approximately \$100,000 is available for the project. Bids will be opened May 31 in Sacramento.

JAMES HOFFA INTERVIEWED

Channel 44 will televise an interview with Jimmy Hoffa on Friday, July 28th from 8 to 9 P.M. The film, sanctioned by the Teamsters leader, was made by Kaiser Television's Detroit station just after he was released from prison and will be shown in an uncut form.

Highway Hassle Hurting

By RUSS SWANSON and BOB WAGNON

The work situation in the Redwood Empire does not look bright for the year of '72. Even though this is a major election year, due to the pull back of monies in the State Highway Systems, which is our mainstay of work (highway and freeway systems), four state highway jobs have been lost in this area.



Russ Swanson

However, we are hearing noises at this time that the State may reinstate two of the projects, but, as we said, these are only noises. Even if they should reinstate these jobs namely, Geyserville Freeway and Hiway No. 12, they would have a late summer job bidding date.

A run down on the work situation as it is now, county by county:

SONOMA COUNTY — a majority of work is in this county, consisting mainly of county road jobs, sub-divisions and the Warm Springs Dam project. Another piece of relocation road will be let at Warm Springs Dam site in the near future. Piombo Corp. is working on the first two pieces of relocation road and hopes to be the successful bidder on the next one.

MENDOCINO COUNTY—A. B. Siri Co. was the low bidder for the highway job through the city of Willits, at \$432,000.00, consisting of tearing up the old existing highway and rebuilding it, which has been needed for a long time. Huntington & Moseman—JV is getting busy on the bridge job over the Eel River at Piercy. Huntington is doing the dirt and Moseman the concrete. Not too much dirt but lots of concrete. W. Jaxon Baker Co. at Branscomb is coming along fine on the county road. They would like to be finished on this job by July 15th. Peter Kiewit & Sons Co. has backed in to do the finishing touches on the Hiway No. 1 job at Westport. Lange Bros. Construction has the paving and Kiewit the clean-up.

LAKE COUNTY—The Gordon H. Ball Co. has put the finishing touches on it's freeway job at Lakeport and has moved to a job in the north. We welcome you back to our district anytime as our relations with your company, and the supervision, were above reproach at all times. Across the lake in Clearlake Highlands Baldwin Construction, H. Earl Parker Co. and Ebert-Spartan Co. are coming along fine on their new sewer job. Ebert-Spartan, doing the underground, is down to one crew; the other crew went to a new job down below Fresno. H. Earl Parker is coming along fine on the collecting ponds while Baldwin Construction is just starting on their pumping station and concrete work. This job should be finished by late summer. Sure wish Yolo County and Lake County could settle their differences on the Indian Valley Dam so we could get this project going.

NAPA COUNTY — a lot of small jobs here which are keeping a lot of the Brothers working this year. Slinson Const. has a crew of approximately twenty (20) men working on sub-divisions and "AG" work, from Napa

See More SANTA ROSA, Page 16

Election Committee Okays Ballot

OFFICIAL BALLOT

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

BALLOT BOX CLOSING - AUGUST 26, 1972 - 10:00 A.M.

Business Manager	(Vote for One)
AL CLEM	(Incumbent) <input type="checkbox"/>
NORRIS A. CASEY	<input type="checkbox"/>
President	
PAUL EDGEcombe	(Incumbent)(Unopposed) <input checked="" type="checkbox"/>
Vice President	
DALE MARR	(Incumbent)(Unopposed) <input type="checkbox"/>
Recording-Corresponding Secretary	(Vote for One)
T.J. 'Tom' STAPLETON	(Incumbent) <input type="checkbox"/>
REX F. STANBERY	(Crane Operator) <input type="checkbox"/>
Financial Secretary	
A.J. 'Buck' HOPE	(Incumbent)(Unopposed) <input type="checkbox"/>
Treasurer	(Vote for One)
DON R. KINCHLOE	(Incumbent) <input type="checkbox"/>
ED BROOKS	(Crane Operator) <input type="checkbox"/>
MARTIN E. (Marty) COORPENDER	(Surveyor IV) <input type="checkbox"/>
Trustees	(Three to be Elected)
TOM BILLS	(Incumbent)(Unopposed) <input type="checkbox"/>
HAROLD J. LEWIS	(Incumbent)(Unopposed) <input type="checkbox"/>
F. 'Fran' WALKER	(Incumbent)(Unopposed) <input type="checkbox"/>
Auditors	(Vote for Three)
RAY COOPER	(Incumbent) <input type="checkbox"/>
HAROLD HUSTON	(Incumbent) <input type="checkbox"/>
WALTER M. TALBOT	(Incumbent) <input type="checkbox"/>
LYNN BARLOW	(Chief of Party) <input type="checkbox"/>
Conductor	
CLAUDE ODOM	(Unopposed) <input type="checkbox"/>
Guard	
BILL RELERFORD	(Incumbent)(Unopposed) <input type="checkbox"/>

ope 3 afl-cio (3)

NOTE: The Sample Ballot set out above is subject to correction by the Election Committee by reason of the failure of a candidate to continue to be eligible or to qualify for any reason.

Official Union Notice Of Upcoming Election

Recording-Corresponding Secretary T. J. "Tom" Stapleton directs the attention of all Members of Operating Engineers Local Union No. 3 to Article XII, Elections, Local Union By-Laws, as printed on pages 39 through 45 inclusive, and specifically calls attention to the following portions:

(C) ELECTIONS Section 1

(a) The election of Officers and District Member of the Local Union Executive Board shall be held during the month of August by mail referendum vote of the membership of this Local Union under the supervision of the Election Committee and a nationally known firm of Certified Public Accountants, selected by the Executive Board, with such other technical and legal assistance as may be provided.

(b) The election shall be conducted by a committee known as the Election Committee, composed of one (1) Member from each District in which nominations will be made. The Member shall be nominated and elected by secret ballot at the Regular Quarterly, or specially called District meetings by vote of those Members present whose last known address, as shown on the records of the Local Union ten (10) days prior to the first such District Meeting in March preceding the election, was within the area covered by the District. Each Nominee shall be a registered voter in the District in which he is nominated, shall have been a member of Operating Engineers Local Union No. 3 for one (1) year next preceding his nomination and election, and shall not be a candidate, or nominator of a candidate for any office or position.

The Nominee for Committee Member in each District receiving

the highest number of votes shall be elected, and, in the event he is unable, or unwilling to serve, shall be replaced by the Nominee with the next highest number of votes, and he, under the same circumstances, by the next highest, and so on, until the list of nominees is exhausted.

(d) The Election Committee shall be responsible for the conduct of the election, and specifically: for the preparation of the list of eligible voters, showing the Member's name and last known address as it appears on the records of this Local Union; the preparation and printing of the ballots, listing the Nominees for Business Manager first and the Constitutional Officers next, and other positions thereafter in the order in which they appear in Article VII, Section 1 of these By-Laws with a separate ballot of a different color for each District for Nominees for District Member, listing the incumbent for each office or position first and the other Nominees for the same office or position in alphabetical order by their last name (the candidate's name and one occupational classification, i.e., classification set forth in collective bargaining agreement that the Local Union has entered into, if any, given by him being printed as it appears on Acceptance of Nominee form) and envelopes; and the giving of a Notice of Election, by mailing a printed Notice

SPECIAL NOTICE

Only ballots received in the Post Office Box on the return envelope by 10:00 o'clock a.m., August 26, 1972 will be counted.

In a white envelope marked "OFFICIAL BALLOT" you will receive your ballot envelope, business reply envelope and ballots. Watch for the envelope. When you receive your Official Ballot envelope, open it, mark the ballots and enclose them in the ballot envelope, and follow the directions on the ballot envelope.

Under no circumstances change the address on the business reply envelope since the address is designed to prevent your ballots from being mixed up with the general mail of the Union.

Do NOT insert dues payments, letters, etc.

If you live overseas, you will not receive a business reply envelope, but will be required to pay the necessary postage yourself, since under present regulations it is impossible for the Local Union to arrange matters otherwise.

In the event you do not receive a ballot by August 15, 1972, or your ballot is destroyed or lost, you should contact Price Waterhouse & Co., 555 California Street, San Francisco, California, (Phone: 415/392-1032) and ask for Lynn Doddridge.

★ ★ ★

thereof to each Member of the Local Union at his last known address as it appears on the records of this Local Union not less than fifteen (15) days prior to the mailing of the ballots to eligible voters.

(e) The Certified Public Accountants shall mail the ballots and return envelopes to the eligible voters between August 10th and 16th preceding the election, and shall open the post office box, for the first and last time, on the August 26th next following, at 10 o'clock A.M. of that day. In the event August 26th should be a Sunday or a Holiday, the post office box shall be opened by the Certified Public Accountants on the following day, at the same time.

The Certified Public Accountants shall remove the returned ballots, count the same and certify the results in writing to the Election Committee.

The Election Committee, or a sub-committee thereof, shall be present at the mailing of the ballots, the opening of the post office box, and the counting of the ballots.

The Election Committee shall make certain that adequate safeguards are maintained so as to protect the secrecy of the ballots.

(f) The Election Committee shall declare the Candidate for each office and position receiving a plurality of the votes elected, except that the three (3) Candidates receiving the highest number of votes for the office of Trustee and the position of Auditor shall be declared elected. The certificate of the Certified Public Accountants shall be published in the September edition of the Engineers News following the election.

(g) The newly elected Officers shall be installed, at a specially called District Meeting in District No. 1, not later than September 15th.

(h) Every Member who is not suspended for non-payment of dues as of August 11th, the date

SAMPLE BALLOT

for
Election of District Executive Board Member
District No. 1
August - 1972

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.

(Vote for One)

GIL HAGER (Incumbent) ☐
RUSSELL D. HALCRO (Crane Oper.) ☐
HERB NEFSTEAD ☐

NOTE:

(Ballots for each District where there is opposition will be as shown in the Sample Ballot above. The only differences will be in the district number and the candidates' names as shown below.)

District No. 7

JOSEPH C. AMES (Incumbent) ☐
LARRY SACKETT (Dozer Operator) ☐

District No. 12

DON STRATE (Incumbent) ☐
KAY LEISHMAN (Blade Operator) ☐

(The following listed candidates are unopposed.)

District No. 2

TED N. MASON (Incumbent) (Unopposed)

District No. 3

MERLE W. ISBELL (Incumbent) (Unopposed)

District No. 4

DON C. DILLON (Incumbent) (Unopposed)

District No. 5

A. E. 'JACK' LOFTON (Incumbent) (Unopposed)

District No. 6

JACK W. SLADE (Incumbent) (Unopposed)

District No. 8

KENNETH E. BOWERSMITH (Incumbent) (Unopposed)

District No. 9

B. D. MILLER (Plant Engineer) (Unopposed)

District No. 10

GARTH A. PATTERSON (Incumbent) (Unopposed)

District No. 11

ED JONES (Incumbent) (Unopposed)

District No. 17

SHOICHI (MALA) TAMASHIRO (Unopposed) (Crane Operator)

NOTE: The Sample Ballot set out above is subject to correction by the Election Committee by reason of the failure of a candidate to continue to be eligible or to qualify for any reason.

NOTE: There is no candidate for Sub-District Advisor to the Executive Board so this position does not appear on the ballot.

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for the first mailing of ballots, shall have the right to vote. No Member whose dues shall have been withheld by his employer for payment to the Local Union pursuant to his voluntary authorization provided for in a Collective Bargaining Agreement shall be declared ineligible to vote by reason of any alleged delay or default in the payment of dues by his employer to the Local Union.

Eligibility to vote for District Member shall, in addition, be based on each Member's last known address as shown on the records of the Local Union on August 1st prior to the mailing of the ballots, and each Member shall be eligible to vote only for the Nominees for District Member for the District in which such address is located.

Section 4

The Recording-Corresponding Secretary, upon request of any

bona fide Candidate for office, shall distribute such Candidate's campaign literature, by mail or otherwise; provided the Candidate making such request does so in writing, advising the Recording-Corresponding Secretary of the type of mailing, or other form of distribution desired, pays all costs involved, and delivers the literature, if it is to be mailed, to the Recording-Corresponding Secretary in a sealed and stamped envelope, with two (2) copies of the literature, the contents of the sealed and stamped envelope and two (2) of the envelopes in which the literature was enclosed. Two (2) copies of the literature are to be delivered to the Recording-Corresponding Secretary if it is to be distributed other than by mail.

No such requests shall be honored if made on or after 5:00 P. M. Local Time, the 5th day of August next preceding the mailing of the ballots.

State Seeks Local 3 Aid In Safety Study

STATE OF CALIFORNIA—HUMAN RELATIONS AGENCY

DEPARTMENT OF PUBLIC HEALTH

2151 BERKELEY WAY

BERKELEY 94704

RONALD REAGAN, Governor



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

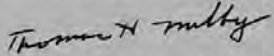
Dear Mr. Clem:

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 system 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,


Thomas H. Milby, M.D., Chief
Bureau of Occupational Health
and Environmental Epidemiology

THM/mj
Enc.

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 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

LOCAL 3 HEALTH & SAFETY SURVEY

Social Security No. _____ Age _____
Title _____

- How many years have you worked in the construction industry? _____
- What is your current job classification? _____
- 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)?
_____ yrs. _____ mos.
- In the course of a year's work do you change from one job classification to another?
_____ frequently _____ occasionally _____ not at all?

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).

Machine	Time spent
_____	_____
_____	_____
_____	_____
_____	_____
_____	_____

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 zero.

Self-propelled Compactor	_____ yrs.	_____ mos.
Dozer	_____ yrs.	_____ mos.
Push cat	_____ yrs.	_____ mos.
Rubber-tired earth moving equipment	_____ yrs.	_____ mos.
Rubber-tired dozers	_____ yrs.	_____ mos.
Loaders-rubber-tired or track type	_____ yrs.	_____ mos.
Rubber-tired scraper, self-loading	_____ yrs.	_____ mos.
Locomotive	_____ yrs.	_____ mos.
Motorman	_____ yrs.	_____ mos.
Trenching machine operator	_____ yrs.	_____ mos.
Roller	_____ yrs.	_____ mos.
Mechanical finishers (Barber-Greene, etc.)	_____ yrs.	_____ mos.
Portable crushing and screening plants	_____ yrs.	_____ mos.
Combination backhoe and loader	_____ yrs.	_____ mos.
Blade operator	_____ yrs.	_____ mos.

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

_____ yes _____ no	
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:	
_____ Machine	_____ yrs. _____ mos.
_____ Machine	_____ yrs. _____ mos.
_____ Machine	_____ yrs. _____ mos.
_____ Machine	_____ yrs. _____ mos.
_____ Machine	_____ yrs. _____ mos.

Clip and Mail

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 Hurst I. Thygerson, a 22-year member of Local No. 3, is the father of first prize winner Maria Thygerson. Miss Thygerson graduated from Orem High School in June, 14th in a class of 687 students. She has chosen the field of medicine for her career, feeling that being a nurse will be a joyful experience in serving people and that activity will also allow her to raise a family and keep a loving home.
Maria was a National Merit Commended Student (1971-1972), was voted Outstanding Teenager at Orem High, received Superior Rating for Ex-

temporaneous Speaking 1971 at the State Forensics Meet among other honors, and she had the lead in her school's plays for three years. Miss Thygerson has stated that extra-curricular activities such as being representative for various youth and school groups, organizing programs for the mentally ill, mountain climbing, music, etc. have increased her respect for people and encouraged her to gain knowledge not only for her own pleasure but for the better to serve everyone.
18-year member Jack Tillotson is the father of first prize winner Thomas Tillotson who graduated fourth in his class of 442 students at Tracy Joint Union High School. He is enrolled at University of California, Berkeley campus where he will major in Biochemistry towards his goal of Ph.D. in Biochemistry.

Tom's broad and intense interests have won him many honors and awards, such as the Bank of America Achievement Award in Math and Science and the Bausch & Lomb Honorary Science Award. He has served on various school committees, was a member of the basketball and football teams and has a deep interest in theology. He likes to listen to music, teach, write, go fishing and do lab work. He says that having a good time places a distant second to learning, attested to by his aim to be a professor or a research scientist.
Al Clem, Business Manager, has stated that all these young scholars are a credit to their families and to their communities and he shares the feelings of all the officers, staff and membership of Local 3 of being proud and happy to be able to assist them in their life goals.

2ND RUNNER-UP



DIANE CHECKETTS

2ND RUNNER-UP



WILLIAM F. CATLING

1ST RUNNER-UP



MARY ELLA WILKINS

Northern Nevada Showing Signs Of Improving Work Protection

By **JERRY BENNETT**
District Representative
and

DALE BEACH
IAN CRINKLAW
LENNY FAGG

Business Representatives

As stated in the last issue, work in District No. 11, Reno area looks real good for 1972. In the last six



Jerry Bennett

weeks we have had over 250 members from throughout the jurisdiction of Local No. 3 either move in or call in and get on the out of work list. We wish there were jobs enough here for everyone desiring work, but in all honesty, we'll be lucky if we can place one half that number now registered, over and above the members here.

Work in the Tahoe Area is picking up after a long winter slowdown. Engineers in the area are leaving the State, County, and various other employers where they were able to find work for the winter months. With several new jobs let this Spring, plus the carryover from last Fall, this should be another good year.

Teichert & Sons of Sacramento is the largest single employer of engineers in the Tahoe Area. They have eleven engineers at the plant in Truckee doing repair work and expect to have the rock plants running by May First, using about 30 men on a two shift operation. The Lake Wood project north of Truckee is geared for three spreads working 6 days, 10 hours. This is a \$15 million, 5 year job, with either rocks or mud to work in.

T & S Construction has sub-contracted the water system on the \$1 Million sub-division project east of Truckee from the prime contractor, Teichert.

Bob White Ex. Corp. of Tahoe City has started work on a sewer job south of the golf course on Highway 267. Also in this same area, Quintanna-Davis Construction has a contract to build some ponds for the Truckee District.

Terry Construction of Stateline seems to be dominating the dirt work this Spring, with four site preparation jobs underway on the Southshore.

American Bridge has moved a large truck crane in on the Harrah Hotel job at Stateline, and plan on using it for the first few floors. Then Continental-Heller will have a Pecco Tower Crane and two elevators doing the rest of the job.

After three meetings with the General Manager W. White of Incline Village G. I. D., we still haven't reached a settlement on their contract which opened on April 1, 1972 for wages and fringes only. If the members involved will bear with us, we're sure in the near future we'll be able to reach a satisfactory settlement.

Contri Construction of Incline Village has just recently been awarded a \$165,000 contract for water & sewer line installation in Fallon, Nevada.

Developer John Q. Hammons of Springfield, Mo. recently announced his purchase of 10 acres of land at East 6th & Sutro Street in Sparks for the site of a new \$5 Million Holiday Inn. Opening date is scheduled for summer of '73, no contracts as yet being awarded.

Up in Eastern Nevada Morrison Knudsen is working two brothers on their underground

building for the telephone company at North Fork.

Max Riggs Construction began moving dirt on their Highway 51 project at North Fork. So far they just have one Cat and three Scrapers working, with more to be added soon.

Helms Construction's I 80 job west of Elko has started up after a long winter shutdown, and have recalled most of the brother engineers employed last season there.

Matich Corporation is setting up their cement plant and by the time this hits print, should be paving on their sub-contract from Helms.

Crooks Bros. Construction are about to wind up the dirt work on their I 80 job at Battle Mountain. They presently employ about fifteen members.

Jack B. Parsons Construction of Logan, Utah have moved onto the Pequop Summit job and have a spread of 651's, also two 633 paddle wheels. This is a \$6 Million job and should employ about 30 engineers for at least two full seasons.

We would like to thank the brothers who are turning in contract violations. We appreciate this action very much and urge each and everyone of you to keep your eyes open for further violations and let your union know as soon as possible. It's not necessary, but it is desirable, that you give your name when calling in such violations, and be sure and tell us where and when you took note of this. Sometimes it is very hard to track them down, when the Business Agent has not got specific information.

Also, we would like to remind the members, to carry their union or dues cards with them at all times.

Sunshine Mining Company from Idaho has purchased a silver property Southeast of Contract, Nevada. From all we can find out, the company should start work in a month or so. Plans for a mill have been made and construction of the plant should begin this summer.

Carlin Gold Mines' Union Meeting held on April 12th was held in Carlin instead of Elko. The reasoning behind this is that the Advisory Board decided that there were more employees living in Carlin than in Elko. Attendance at the last meeting proved they were right, and we thank the members present for showing their interest by attending the meeting.

Anaconda's Advisory Board met with the Executive Board April 19th and there was a lot of progress made in the direction of changing the by-laws.

Exploration work is now booming in Eastern Nevada. We have heard good rumors about possible ore bodies being developed in this area. If more mines are developed, we assure our members that every possible attempt will be made to organize them.

Save The Trash, Too

White Water Riders who have pushed the Environmental Defense Fund into suing to stop construction of the New Melones Dam on the Stanislaus River have been accused of "trashing" by recreation officials responsible for the area. They claim the raft riders leave garbage stacked on the shores and have failed to remove other piles of trash left from their rapid riding trips.

Work Turns Up In San Jose As Job Recalls Place Many

By **ROBERT E. MAYFIELD**, District Representative, **JACK BULLARD**, **JACK CURTIS**, **TOM CARTER**, and **ROBERT FLECKENSTEIN**, Business Representatives.

By **ROBERT MAYFIELD**

The work picture isn't a whole lot brighter these past 30 days from what we wrote last month.



Bob Mayfield

However the dispatcher, when calling for jobs, finds that a lot of our people have been recalled by their former employers, and are now earning a regular pay check. One road job of some size was let this past month. The successful low bidders were Piazza Paving-Lew Jones as a joint venture with a low bid around \$1,200,000. We should have held the pre-job conference by press time and hopefully will have some hands on this project working soon. The bigger jobs that we have previously mentioned being let are now all started and have taken some people already. They are in fact calling this office a little more each week, as the job progresses, for more help.

We only wish that all proposed jobs for this area this year would have been let, instead of delayed or postponed due to some of the radical ecology groups, who wish to stop any form of progress or new construction projects regardless of how badly they are needed.

We must all stay alert now and in the future, for if we are lulled to sleep and don't vote and participate, now more than ever, a handful of people, who could care less about you or me, could hurt our industry greatly.

We at this office were saddened greatly this past month, when a young and dedicated Operating Engineer Apprentice was killed in a car accident. To the young widow and two children of Stanley Derrickson we do wish our full sympathy. The Health and Welfare Life Insurance and death benefits from the Local and International will be a small consolation to his family.

For the group of Engineers who made the Quarterly Meeting in Watsonville a success, I wish to give my thanks. At this meeting, this group unanimously once more elected oldtime Local No. 3 member (he's now retired) Les Hodge as election committeeman for District 90 for the up-coming general election of Constitutional Officers of Local No. 3. Congratulations are in order for Les, who is well known here for his interest in the Local and his fellow man.

Once more before closing we remind everyone to take a real interest and participate in our up-coming general election and vote for the officers of your choice and not just take the whole thing lightly. Additionally, at a state level in our national election, we as working people, in my opinion, should vote for the candidates and propositions very carefully. I'm sure, if we don't, this country and working conditions will become even worse than what we have experienced this past four years.

By **JACK CURTIS**

Work in the southern part of District 90 is still about the same as the last writing. A lot of buildings are going up but no big excavation jobs. There is talk that this is supposed to be one of the better years in this area, but talk does not get the work.

In the past three years our work has decreased and our out-of-work list has gotten longer.

Several months ago, Brother Bob Mayfield and myself had a meeting with our Brother Engineers who work at Aromas Quarry. They brought up the subject of our Health and Welfare and Pension. Some questions were: how much money they would get at the age of 65, how much at early retirement, and how their Health and Welfare works with their retirement. Everyone was impressed by the meeting so we have been asked by quite a few of our Brothers and their wives when we are going to have another meeting. After talking it over, we will have several meetings, which the wives will be invited to, in the near future.

By **ROBERT FLECKENSTEIN**

Work in the four Bay Counties is still pretty slow. There is a lot of building going on all over the area but nothing of any size. Most of the jobs don't last any length of time.

The Equipment Dealers and Rock Sand and Gravel Plants are all working pretty steady, getting their 40 hours a week.

One of the plants in the area, Modular Pre-Cast, is on a two-pour operation making pre-cast brick fences. This is quite an operation. It is the only one of its kind.

For you Brothers who haven't heard, we have opened an office in Salinas at the Teamsters' Hall on Market and Sanborn. The office will be open from three to five on Tuesdays and Wednesdays, also from four to seven on Thursday nights. We will have supplies and will answer any questions that might come up. You can call there anytime during the week and leave messages. The number there is (408) 422-1869. We hope this office will help some of the Brothers who live in the southern part of the area.

By **TOM CARTER**

The new County Service Center being constructed by Carl N. Swenson, Inc., on the corner of Schallenger Rd. and Old Oakland Highway, is scheduled for completion about the end of this year.

This Service Center will create critically needed room for the growing County work force.

The three-building Center will include a main three story building and basement covering 245,000 sq. ft. to house the County Crime Lab, Reproduction Unit, Data Processing, and part of the Education Department.

Another building will house a one-story warehouse and a two-story office unit. This will encompass 105,000 sq. ft.

The third building, which will be used for County building services, will have 35,000 sq. ft. The total cost of the project is \$12 million.

Piazza Paving Co. and Lew Jones Const. Co. were low bidders at \$1,050,174 for a major undercrossing project at Almaden Expressway and Hillsdale Ave. The project will take about a year to complete. It includes a square loop interchange similar to the one the County installed at Central and Lawrence Expressway. This type of interchange allows for the land within the loop to be sold for commercial use.

This will be a six-lane interchange with Capitol Expressway running under the Almaden Expressway.

By **JACK BULLARD**

Santa Clara County West of Highway 17, also Survey, Testing and Inspection News:

Johnnie Brown is limping as he works at Kaiser Foil Plant. He is the steward for Household and Slitting. At home, he stepped to the patio, a new grandson in his arms. He caught one heel, twisted as he fell, keeping grandson on top—grandson unhurt. John injured his left ankle and trick right knee. He was off three days. He is now working again.

Speaking of stewards, Frenchie Eboillito is now steward at Pacific Ready Mix. Bill Pellegrini is steward at the Kaiser Permanente Rock Plant. Russ Kincade is steward for Builder Boyd. Harvey Pahel, our new Grievance Committeeman, is also working on this job with Russ. Harvey Blomquist and Gary Reedhead of Sandis Engineers are there too. Harvey's father is Ted Blomquist, retired surveyor, and Gary's father is Wes Reedhead, also a retired 3E surveyor. These stewards are stout members. Give them your support.

S & G Testing signed a Testing and Inspection agreement with us. Jim Evans joined 3E when we organized S & G. He is well experienced—spent years with State of California Office of Architecture and Construction (OAC). He is recognized by OAC as qualified to inspect mechanical, electrical, and concrete work, as well as other phases.

Casy O'Brien runs the elevator for William Simpson at Palo Alto Square. Larry Garriss is steward for William Simpson, on the San Jose North First job. Same job-site, Joe Mattox is an apprentice for W. D. Smith. Gus Anthenian and Hutch Hutchinson are on the same crew, grading and paving. Brother Don Whitmire, Aquarius Engineers, did his last job. He was on a deep line to San Jose Sewage Plant. The boom on a large hoe crushed and killed him. Working with him were Gene Foster, Roger Fuentes, Bill Seiber, Woody Tessmer, and Jack Narramore. He was a fine person and a good pipeliner. We are deeply saddened at his passing.

We Get Letters

Dear Sir:

I am writing you in regard to our son, Frank W. Baker, who is recuperating. He had part of his left lung removed last August, and his spleen was removed in Stanford Medical Center last October. He has already had some forty treatments and has at least four more to go. It looked like we were going to lose him for a while.

He still has a long pull to get back to work, but we truly thank God for his recovery this far. He started out with Shellmakers in 1964 with his brother Robert Lee Baker on the Crescent City job after the tidal wave. He was 18, He is now 26, a member of eight years.

We want to also take this opportunity to thank the Health & Welfare department for helping with his doctor and hospital bills which were tremendous. Also, the department that has paid his dues for so long. We do appreciate it.

Sincerely,
Mrs. Everett L. Baker,
Lodi, California

Marysville Road Work Still Key To Brothers' Busy Season

By HAROLD HUSTON, District Representative and Auditor

ALTERNATE INTERCHANGE SITES CONSIDERED IN YUBA

—Before writing the article this month, we want to again personally thank each member who sent this writer along with the rest of the team to attend the 29th Convention of the International Union of Operating Engineers. This

Harold Huston great organization is now 75 years old and we're proud to be a part of it.

In 1940, 212 delegates attended the convention representing 57,911 members. At this last Convention more than 900 delegates were there representing over 400,000 members, making this the largest delegation of any prior convention. Each member can be proud of Local Union No. 3 and the prestige it held among the other delegates. Many of the delegates in attendance were aware of the record this Local Union has achieved through the leadership of our Business Manager Brother Al Clem.

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

It was a treat to see many of the brothers from the Marysville District who are now working for Granite Construction Co. in Washington, D.C. Believe me, they are all anxious to get home. All of them requested we tell everyone "hello."

If you have any questions in regards to the convention, please feel free to stop by the Marysville District Office and we will discuss it in detail with you.

In addition to the Convention we have been very busy with many new jobs starting up, and the many agreements of various bargaining units being opened. Our goal is to negotiate the best agreement possible for you. We can continue to do this with the 100 percent backing you have always given to us. If you do not have a copy of the agreement which you are working under, PLEASE LET US KNOW.

During the past month I spoke at Yuba College and to the students at CAREER FAIR 1972 in Yuba City, which represented nine schools in Colusa, Sutter and Yuba Counties. Approximately 2,930 students were bussed in to attend this once-a-year event. I believe it is the responsibility of all representatives of labor to speak out on what we believe in. The students have always given their complete respect and their keen interest and the challenge is most rewarding.

ALTERNATE INTERCHANGE SITES CONSIDERED IN YUBA

There has been a tremendous amount of interest in the past few months in the new interchange to be built between Marysville and Olivehurst on Highway 70. I have attended all the public hearings on this project, which will be a boon to our district in work in the near future.

Presently being considered are five sites for the alternate, two in the Hammonton-Smartville Road area and three on Erle Road.

HAMMONTON-SMARTVILLE ROAD: "S" Alternate—The S Alternate is an under-crossing type diamond interchange that is readily adaptable to a future separation with the Western Pacific

Railroad. The estimated cost of the interchange is \$1,370,000. Because Hammonton-Smartville Road would be depressed under the highway, this alternate would retain much of the visual continuity of the area. Approximately four single family residences and two commercial businesses would be required for right of way purposes on this alternate. An adequate supply of replacement housing is available within the community. Relocation assistance will be available to help re-establish the families within the community.

"T" ALTERNATE—The T Alternate is an overcrossing type diamond interchange. Separation of Hammonton Road and the Western Pacific Railroad could be accomplished by the County in the future. One of the criteria used in design of all of the alternates was they either provide for initial or ultimate separations with the railroads. To provide for this design requirement, the westerly terminus of the overcrossing road would be some 35 feet above the surrounding terrain, at the intersections of Hammonton-Smartville Road and Chestnut Road. The "T" Alternate is estimated at \$1,420,000 including construction and right of way. Approximately 9.6 acres of land, including five residences and two commercial establishments would be required for right of way.

ERLE ROAD: "H" Alternate—The H Alternate is an overcrossing type interchange that requires initial separation with the Southern Pacific Railroad. The estimated cost of the interchange is \$1,850,000 including \$280,000 for the railroad separation and related improvements on Erle Road east of the railroad tracks. This alternate would displace 11 families and seven commercial or industrial developments. Replacement housing is available in adequate supply within the community. Relocation assistance payments will be available for those displaced. Investigation shows adequate vacant lands and buildings available for sale or rent to provide for the relocation of the businesses affected by the interchange.

"J" ALTERNATE—The J Alternate is an undercrossing type diamond interchange that would require the relocation of approximately one mile of existing Route 70 to the west. The estimated cost of the interchange is \$1,970,000. The depressed characteristics of this alternate would make it the most aesthetically pleasing of the interchange proposals at Erle Road. The depressed grade line would also require that Erle Road ultimately be depressed under the Southern Pacific and Western Pacific Railroads, thus eliminating the large embankments required by the H and K alternates for ultimate crossing over the railroads. The depressed grade line on Erle Road would also create less disruption to the connecting roads (Lindhurst and Chestnut initially and Arboga and Pasado Roads ultimately) since less reconstruction of these roads would be necessary to conform to the new grade line of Erle Road. The shifting of the highway 300 feet to the west at Erle Road would be necessary to provide room for the new ramps and to provide sufficient distance for Erle Road to cross under the highway and conform to the existing road before the grade crossing of the Southern Pacific Railroad tracks. The shifting of the highway plus the right of way requirements for the ramps

would displace most of a total of seven residences and five commercial establishments would be displaced by this alternate. There is sufficient housing and buildings in the area for those displaced to relocate in the community. No adverse effects are anticipated on the remaining development west of the highway since they are sufficiently distant from the new highway location. Shifting of the highway to the west would have a positive effect on the development east of the highway by providing a deeper buffer zone to the highway.

"K" ALTERNATE—The K Alternate is an overcrossing type diamond interchange located 1100 feet north of Erle Road. The location allows sufficient room for a standard diamond interchange to be constructed without relocating the existing highway. Estimated cost of this interchange is \$1,410,000. The K Alternate would displace three families and one commercial establishment. As with other alternates, sufficient replacement housing is available in the area. The rectory located behind the Linda Church of Christ would be within the right of way for this interchange and would have to be moved or purchased. There is sufficient vacant land in the area to relocate the building or construct a new one in the vicinity of the church. The northbound on-ramp to the highway would be within 200 feet of the church; however, this should provide a sufficient distance to prevent an increase in the noise level at the church.

As the reader will surmise, there is much discussion in the community as to the location of the proposed alternate. At a recent hearing in the Supervisors Chambers, where about 75 people were gathered, more than half favored the Erle Road sites. On the other hand, they were most insistent that there be some provision for an on-and-off ramp at the Hammonton Road site. This seemed to pacify most of the Hammonton Road advocates. Spokesmen for the State Division of Highways said such facilities could be added to the preliminary design plans.

If the interchange were to be built on the Hammonton Road sites, it would provide access to the already developed areas of Linda. The new mall being constructed was taken into consideration after a presentation by the developers that access to Hammonton Road was necessary for growth of the new center. The new mall is expected to generate at least \$100,000 in sales tax revenue per year for the county, plus a property tax of \$715,000.

Those speaking in favor of the Erle Road site, which included most County staff members and others, said the interchange would open up a large area of land in the Erle Road area for development and provide better access to the County's airport industrial tract. In the distant future, the Erle Road interchange would enable the County to tie in with Pasado Avenue in West Linda and eventually in Sutter County via a new bridge across the Feather River. Opponents of the site charged that the interchange would lead to a "cow pas-

Lakes of Mud Cause Some Delays As Spring Runs Off

By TOM BILLS, WAYNE LASSITER, LAKE AUSTIN, GEORGE MORGAN and REX DAUGHERTY

Construction in Parleys Canyon has been bogged down in lakes of mud. The spring runoff and additional late snow has delayed W. W. Clyde Construction from getting an early start on their job.

Gibbons and Reed Construction job at Lagoon finished hauling their imported borrow with the sub-grade, structures, gravel and concrete surface left to finish. The job is in full operation trying to meet the completion date in October.

Oakland Construction at Hillfield are paving the runways. Jack B. Parson has the sub-contract on the grading and gravel. The project should be near completion in August.

The Jack B. Parson Construction project between Elwood and Tremonton is underway. M. Morrin & Son has the sub on the structures with Parson the finishing of the sub-grade, gravel and asphalt. The completion date will be sometime in late summer.

The Jack B. Parson project at South Weber has been a great job for the Brothers with very little lost time and a two-shift operation. This job will give about 40 Operating Engineers an opportunity to live at home for the summer.

A \$5 million hospital job was let at Hillfield with Santa Fe Engineering Company from Lancaster, California, being low bidder. Oakland was number two bidder with a difference of \$22,000.

W. W. Clyde at the Point of the Mountain has been cutting back while the railroad is being moved. However, this operation should not take too long and the dirt spreads will be working again. The crusher is making a mountain of material. So far the wet weather has not affected this part of the job too much. With W. W. Clyde Construction being the low bidder on the connecting freeway job this employer should be able to keep many of the brothers in the area busy for the next two seasons.

Corn Construction is paving in Spanish Fork, trying to get an early completion on this project so that they can get busy on another job before the season is over. The hot plant will have a short run and will have to be moved to another location. This paving job will provide a much needed access from the Price highway to the freeway.

S. A. Healy Construction at the Currant Creek Tunnel is still working a three-shift operation and the turnover of operators has been small. The employer will be starting the concrete lining in the near future and should provide some additional jobs for our brothers. The footage on this tunnel has been good and there is a good chance some production records will be broken.

Burgess Construction is expected to start on the dirt spread at Soldiers Creek Dam in the near future. The weather has been wet on this project and the season is slipping away. The employer has some major plans for moving a large amount of dirt this season and will probably work some long shifts.

Strong Construction is still trying to start the Strawberry project. It has often been said that the Strawberry is the first spot in the state to get snow and the

last for the snow to disappear.

Northwestern Construction's road job near Roosevelt has started and J. M. Sumsion will do the paving as soon as they can move in. There are about ten operators working but at the peak of the job this number should double.

Thorn Construction at Vernal Airport is supposed to be completed early this season. This job has provided some much needed jobs for the Brothers living in the area. However, the construction work in the Vernal area leaves a lot to be desired. The jobs that could be bid and let in this area are having funding problems. We are hopeful that at least some of the monies will be released for work this season.

Heckett Engineering Company at Geneva has been holding a steady payroll. The bid let by Geneva Steel will determine the number of jobs for this employer. The bid is a two-part project and if Heckett Engineering is the low bidder on both parts, they intend to greatly upgrade the present plant.

Utah International at Cedar City has increased production and there is a good chance of work staying good for the biggest part of the season.

Work in the Salt Lake area is on a definite upswing and a welcome change for the Brothers in the area.

Gibbons and Reed is busy on several different jobs in the area, most of them of short duration.

Jack B. Parson is in full swing on the project east of Wendover. This is an overlay job of approximately \$2 million.

Cox Construction is expected to finish the surfacing project between Timpie and Lakepoint this spring.

Weyher Construction finished the North Temple Viaduct in good shape and was awarded a \$75,000 bonus on an agreement with Salt Lake City to complete at least one late of traffic prior to June 1st.

Christensen Brothers Construction is in full swing on the Z.C.M.I. complex. At the present they are "out of the ground" and up to schedule.

Work is picking up considerably in the southern part of the state.

Thorn Construction, on their I-15 job at St. George, will finish laying asphalt around the middle of June, and about the same time Nevada Rock and Sand should be starting their overlay job from Cedar City to Summit.

Cox Construction has set up their crusher on the Cove Fort job and are running a three-shift operation.

L. A. Young is still working on the I-15 job at Kanosh laying the sub-base. Cox Construction has the paving on this job.

H. E. Lowdermilk at Thompson has a 5-day, 9-hour shift which is keeping around 35 of the good Brothers working. Corn Construction is one of the sub-contractors and will be doing the paving.

Let us remind you about the year's dues you can have taken out of your share balance in the Credit Union. You can get the necessary cards from your Business Agent or at the dispatch hall. Two copies of this authorization, properly completed, must be on file in the Credit Union no later than August 15th, thirty days preceding the scheduled date of payment. You must have your dues paid through September, 1972.



Tom Bills

Stymied Freeway #41 May Start Sometime In Middle Summer

By CLAUDE ODOM,
BOB MERRIOTT and
HAROLD C. SMITH

FREWAY 41 COMING

SOON: If there is enough money in the till in Sacramento, the long-stymied Freeway 41 project through the City of Fresno may get off dead center this summer.



Claude Odom

California Division of Highway officials here are going ahead on their schedule which calls for advertising for bids on construction of the section between Broadway and Nevada Street in June. The Broadway-Nevada segment, which will cost something like \$7.5 million, calls for a bridge across the Santa Fe Railroad tracks near the end of the on-off ramp currently used. The Freeway will curve to the northeast and will stay elevated until just after it crosses Ventura. From there it will be "depressed" and pass under Huntington Boulevard, East Tulare, Divisadero and Belmont Avenues. Bridged and on-off ramps will be provided. North of Belmont, the Freeway again will become elevated to cross over Olive and other major streets between there and Shields Avenue. It will become depressed again between Shields and Sierra, then elevated the rest of its way past Herndon.

An interchange system must be built where 180 and 41 ultimately will intersect, at the site of the old Romain Playground. Route 180 currently passes through the city enroute to Kings-Sequoia National Parks via Ventura and East Kings Canyon Road.

Sometime in the future, 180 will cut west-east through the city several blocks to the north of its present route. Also far in the future is a new Freeway 168, scheduled to take off from future 180 at about Barton and Lewis Avenues to bypass Clovis on the west and north as it proceeds along a new alignment to Shaver and Huntington Lake country.

HIDDEN, BUCHANAN DAMS LOW BID IS \$29.1 MILLION: The low bidder for construction of the Hidden and Buchanan Dams on the Fresno and Chowchilla Rivers was Perini Corporation of San Francisco at \$29,147,718. Perini underbid Green Construction Co., of San Mateo by more than \$2 million. Perini bid \$15,886,872 for Hidden Dam and \$13,902,864 for Buchanan Dam.

Hidden Dam is to be built 15 miles east of Madera and Buchanan Dam site is 15 miles east of Chowchilla, and will be an earthfill structure 158 feet high. Buchanan will be a rockfilled dam 202 feet high. Acquisition of lands for the dams and reservoirs began in 1968. About 3,200 acres are needed for Hidden and about 3,400 acres for Buchanan.

The dams are designed to provide a high degree of flood control on the Fresno and Chowchilla Rivers and their tributaries on the San Joaquin Valley floor.

The lakes will offer boating, water skiing, swimming, fishing, water supply systems, sanitary facilities and boat-launching ramps.

Granite Construction Co. of Watsonville was the low bidder on the biggest Westlands Water District Distribution System. Granite's bid of \$12,267,841 was just below that of C. R. Fedric, Inc. of Novato. The contract calls for construction of 87 miles of underground pipeline to supply

irrigation water to Westside farmers.

The Bureau of Reclamation is calling for bids on five additional lateral canals in the Westland Water District. The price range of the work is estimated at between \$3.5 and \$7 million. Construction will include 43½ miles of canals and pipelines and additional works.

Ball, Ball & Brosamer of Danville was the lowest bidder for construction of 17.8 miles of the San Luis Drain. The bid was \$4,452,648. This section will run south from Nees Avenue near Firebaugh to the Tranquillity area. Another 25 mile section is scheduled to be let by July.

By late July or early August, there will be close to \$50 million worth of construction underway on the Westside.

Pacific Western Construction Co. of Fresno won a \$119,131 contract to resurface portions of Routes 137 and 65 in Kings and Tulare Counties.

Marysville

(Continued from Page 10)

ture". At present Erle Road is flooded during the winter by storm water and during the summer by irrigation water, making it impassable at times. It would be up to the County to make the road passable.

More hearings are going on and it is expected to be a full six months before a decision is made.

BIDS ON HIGHWAY PROJECT—A. Teichert & Son Inc. of Yuba City was the low bidder on Yuba County's major road project which will involve reconstruction of North Beale Road and major changes in traffic patterns south of Marysville.

Teichert's bid on the job was \$330,155.40 according to the State Division of Highways. The only other bidder was Baldwin Contracting Co., Inc. of Marysville, \$344,891. The project will reconstruct North Beale Road to four lanes with a left-turn lane from Hammonton-Smartville Road to Linda dump road beyond Yuba College. Also involved are redesign of the intersection of North Beale Road and Lindhurst Avenue and Lindhurst and Feather River Boulevard and installation of traffic signals at these two intersections.

When the project is completed, traffic from Marysville toward Yuba College and Beale Air Force Base will stop and turn left onto North Beale Road. Presently, traffic from Marysville goes through both the Feather River Boulevard and Lindhurst Avenue intersections without interruption. Two left-turn lanes would be provided, similar to the present set up for traffic westbound on Colusa Avenue turning left onto Onstott Freeway.

Also involved is reconstruction of Lindhurst Avenue from North Beale Road to Hammonton-Smartville Road. Work is expected to start within a month and there are 120 working days for completion of the job. The project is a joint Federal-State-County project, with Yuba County putting up \$167,800 of the total. The remainder involves \$38,000 in Federal Aid Secondary funds, \$99,000 from TOPICS (federal and state traffic improvements funds) and \$64,000 in state matching funds.

By A. A. CELLINI,
Business Representative

Jobs are starting to open up. Teichert Construction is in full swing on the Sacramento River. They have a number of levee

See MORE MARYSVILLE, Page 15

Herky-Jerky Econuts Still Haunting Highways and Byways of San Mateo

By BILL RANEY & DICK BELL

Brother, we have to report that the list of misinformed and (they think) "do-gooder" citizens, who are trying to keep us from making an honest living increases daily. An article in the San Mateo Times states, quote "San Mateo County Medical Society opposes new highways," unquote. We taxpayers in San Mateo County now have several county supervisors and a Transportation Committee (which committee Bill Raney is a member of) to determine what roads and highways we need. They have decided that Devils Slide bypass, 380 to Pacifica, San Mateo, Half Moon Bay highway 92 should be built or improved. Now our local doctors are trying to tell us we don't need them.

Doctors should, in our opinion, stick to something they know about which is, making money, golf and medicine, in that order, and leave highway building to someone who knows about highways.

Brothers, here is a group of professional people whom you have helped to support by your health and welfare money and also money out of your pocket, who seem determined to put you out of business. So next time you visit a doctor, ask him what he has against us, or better yet, tell him you're sorry that you are out of insurance money, that will shake him up some. Seems like our dear doctors don't care about us, all they care about is making money and playing golf.

Message to A Doctor—At an environmental meeting recently, one of the Brothers spoke in behalf of safe highways. He made a very good and well thought out presentation. At the end of his talk, one of the local DR's. stood up and said and we quote: "I am tired of you Operating Engineers, you bulldozer operators want to pave the world, the day of the bulldozer is over, we don't need you anymore, stop all construction" and with that profound statement, he sat down!

The Dr. would have been better off if he had never stood up in the first place. Right off, we could tell he had brushed his teeth during the day, which would have been impossible had not several equipment and other operating engineer operators built not only a dam and therefore a water reservoir but also a series of canals and pipe lines to bring water to the San Mateo Peninsula so that this far-sighted Dr. could have water to drink, brush his teeth and wash his clothes which was also apparent. It was also evident the Dr. had been eating pretty well, no doubt due to the fact that the valley farmers had used some of this same water to irrigate their crops which the good Dr. was then able to purchase at his local retail store, all of which would not have been possible without the bulldozer operator.

The good doctor can be excused in part for his poor judgment, due to the fact that he is a Sierra Club member, these people seem to have, for the most part a "Stop the world, I want off" attitude toward environmental problems.

But to be as short sighted as he seemed to be, he must have lived with his head in a bucket for quite some time or possibly spends his spare time counting his money.

Dr., let us say that it is you and people like you that want to pave the world, we just do the work at your request.

First we grade a lot for your home, build your home, pipe

water and electricity to it, pave your driveway, then at your request, we build you an office building or hospital or both, then we build you a fine system of streets, highways, freeways or whatever it takes to connect these various establishments so that you can commute from home to office to hospital, etc. in your air-conditioned Cadillac.

Also, Dr. don't forget that with all your comforts and money you would get mighty hungry if some of us "bulldozer operators" that you seem to hate hadn't built a highway to bring produce and etc. from the farms to the city grocery stores.

So Dr., when you arise in the morning, turn on the lights in your comfortable home, brush your teeth and toast your bread, give a thought please to the poor cat-skinner that built the dams and hydro-electric plants that made these things possible. Because if you can spare just a thought or two, even while on the golf links, which incidentally were also built by the bulldozer (you see Dr., you couldn't even play golf without a bulldozer), we repeat, give a thought to that hard working engineer who made these things possible, then ask yourself if it is fair to gouge this individual when he has to come to you for help because his lungs have filled up with dust building your roads, dams or golf courses.

It is common knowledge to the working man Dr., that some in your profession do gouge us unmercifully, we have health insurance which we work mighty hard for and in so doing, suffer a shorter than normal life span, but some doctors are determined to get not only the insurance but whatever amount they can, in addition, money which could be used for his children's education.

Also Dr., we read the daily newspaper and we notice, in recent months quite a bit said about medicare and medical irregularities, we would say to you Dr. "He who is without sin, then let him cast the first stone."

A few other items that you and people like you have seen fit to ignore Dr. are: 1. Who cleaned up the beaches after the oil spill off the coast of Calif. If you can't remember Dr., we will refresh your memory, the equipment operator played the lead in that operation as he does in every major calamity or disaster that befalls these United States, indeed anywhere in the world, be it earthquake, fire, flood or you name it.

Witness, if you will, the cleaning operation going on at this writing in the Eastern United States after the hurricane. This was a very tragic occurrence with a very heavy toll in lives lost, which is the case in any national disaster, as this writer well knows, having gone thru the Christmas flood of 1955 in Yuba City, Calif. But the loss of lives would be compounded many times over in victims of typhoid epidemics etc. were it not for prompt clean up of the flood ravaged areas in which the heavy equipment operator plays a leading role.

We could go on quite awhile about the part of the air force engineers and Seabees during World War II and their contribution toward ending the war but it would probably be wasted on most of you doctors.

Suffice to say that if you professional people are so short-sighted that you forget or don't care who built the very universities you earned your degrees in, we will attempt to outline the

process for you—first came the surveyors, engineers all, then came the grading and road-building crews—again, Operating Engineers, then the paving crews, Operating Engineers again, then the crane crews to erect a fine building so that you and your kind can study, Dr., so don't look down your nose at the operators, just thank your lucky stars for them.

It may well be, Dr., that the engineer is much more tired and disgusted with you than you are with him, of course that would never occur to you and your kind but it could well be, think about it.

But never let it be said the engineer doesn't render a public service and we would like to be of service to you so if you are tired of roads, electric lights, clean water, swimming pools, universities, man-made lakes, Golden Gate and Bay Bridge and their like, we have a suggestion. The suggestion is the outback of Australia, the jungles of the Amazon River or better yet, the extreme center of the Sahara, where there are no improvements.

We are quite sure with your limited mental facilities, anyone of these garden spots would please you. We are positive it would please us collectively to come down to "Ye olde airpote" (which we built so that you could travel in comfort to conventions or whatever) and wish you bon voyage.

And by the way Dr., when you reach your chosen land, if you have the urge to build something, be it roads, house, hide-away or swimming pool. Please! DON'T CALL US!

ATKINSON GETS PACIFICA AWARD—

During a Pacifica Council meeting recently the Guy F. Atkinson Company was awarded the contract for construction of Pacifica's fishing pier and sewer outfall line to the ocean from the Sharp Park area.

The low bid submitted by Atkinson was \$2,048,000. It is subject to approval of the various funding agencies involved in the project, including the Wildlife Conservation Board, the Environmental Protection Agency and the state.

One protest was heard from James L. Coleman on behalf of the Sharp Park Improvement Council. The protest was not against the pier and outfall line itself, but rather the location of the project at Santa Rosa Avenue.

According to Coleman, the project will do "irreparable damage" to the residential area and called the letting of the contract "ill-advised."

The contract was the last item on a drawn-out agenda, and City Attorney John Sherman asked for a litigation session, presumably on this matter, mid-way into the council agenda. The session lasted for an hour and fifteen minutes.

The content of the litigation session was not fully disclosed. The council only approved the full contract to Atkinson and stipulated that it be subject to approval of the funding agencies "and withdrawal of any claim of bid errors."

Three bids were received for the project. Atkinson was the low bidder for all alternates. Other bidders were Healy Tibbits and Ferver Engineering. The city

See More SAN MATEO, Page 16

Salt Lake Area Starts Busy Summer Season

By TOM BILLS, WAYNE LASSITER, LAKE AUSTIN, GEORGE MORGAN and REX DAUGHERTY

Salt Lake area has begun to hum at this writing. Gibbons & Reed Company has started work at the Airport job. This is the only place we know of where you can be in mud to your knees and dust in your eyes . . . skim off the top and you have mud. Lime is being used to soak up moisture. The job will take approximately three months to extend the west runway and taxi lanes.



Tom Bills

Cox Construction has begun to lay oil at Lakepoint with completion in approximately two weeks. Jack B. Parson at Wendover were laying in full swing, until their hot plant burned. Their job consists of re-surfacing of forty miles due east of Wendover. Christiansen Brothers job is progressing at a smooth pace with various sub-contractors on their \$30 million shopping complex. The Rock, Sand & Gravel industry is working at a rapid pace to supply the needs of the area. Our pension program has been negotiated in all of our Sand and Gravel agreements with a lesser contribution than construction—but the brothers in the Sand & Gravel plants work more hours compensating for the lesser contribution. Work in the Northern area has started to turn into a real pleasant picture. J. B. Parson Con-

struction Company at Tremonton has moved three crushers in and is operating two shifts with a crew of engineers finishing the sub-grade. Peter Keiwi & Sons at Echo are going great guns with a twelve-hour operation. They are latching out approximately 2,500 tons of bituminous material a day. Expected completion date will be July 1, 1972. This has been a very good job for several brothers. W. W. Clyde Construction Company are off to a good start at Parley's 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. Acme-Vickery has moved in and are paving the South bend lane now 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 Engineers Company from Lancaster, California, has just started the Hillfield Airforce Base Hospital, Contract Amount — \$5,000,000.00 plus. Before the publishing of this article, Cox Construction Company should be started on their new job, Hot Springs to Brigham City, approximately \$5,000,000.00. Thorn Construction Company will then have a job starting from the North of Weber to Devil Slide, 18 miles of bituminous over-lay. Brothers, we would like to draw your attention to the China-Meadows project, which was postponed due to the Sierra Club and other ecology groups. They are trying to get the Dam site relocated from Utah to Fort Bridger, Wyoming. The way it looks, it may be done. We sug-

gest that all the Brothers write their Congressmen and Senators, for one hand-written letter represents 600 opinions. Senator Frank E. Moss, United States Senate, Washington, D. C. 20510. Senator Wallace Bennett, United States Senate, Washington, D. C. 20510. Congressman Sherman Lloyd, House of Representatives, Washington, D. C. 20515. Congressman K. Gunn McKay, House of Representatives, Wash-

ington, D. C. 20515. The construction of China-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 and examination of the site of the proposed work difficult, prospective bidders are invited to inspect the site in the near future, in 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 25 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: 1,300,000 cu. yd. SEE MORE UTAH, Page 13

Living 'Modestly' on \$10,971 a Year

The "typical" American urban 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 \$15,905 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 Nat Goldfinger commented. On a percentage basis, the 1971 budgets rose less than half of the 6.3 percent rise in the Consumer Price Index since the BLS

last updated its budgets in the spring of 1970. The percentage rise was highest for the lowest budget, and lowest for the high budget. On a dollar basis, the comparable 1970 budgets were priced at \$6,960 for the low budget, \$10,664 for the intermediate budget and \$15,511 for the higher level. All of the budgets assume a family made up of a 38-year-old husband working full time, a non-working wife, a son of 13 and a daughter of 8. The figures cited are for the national city average, but the actual cost figures vary widely. Thus, the low budget is 153 percent of the national average in Anchorage, Alaska, but only 87 percent of the average in southern towns of 2,500 to 50,000 population. For a worker receiving the federal minimum wage of \$1.60 an hour, there was an ever-widening gap between his annual full-time earnings of \$3,328 a year and the low-level family budget. The lag was under \$2,700 when the \$1.60 wage floor went into effect, \$3,215 in the spring of 1969—and \$3,885 as of last autumn.

How To Read Your Pension Credit Card



PENSION TRUST FUND FOR OPERATING ENGINEERS

209 Golden Gate Ave. • San Francisco, Calif. 94102

Telephone (Area Code 415) 863-3235

Dear Sir and Brother:

Enclosed you will find a statement which reflects the hours reported in your behalf by your various employers to the Pension Plan for October, November and December 1971, and also includes the annual updating of your pension credit.

If you note a discrepancy in hours reported when compared with your records, contact the Trust Fund Office and furnish them with a copy of your time records.

The response received from past mailings has been greatly appreciated by your Board of Trustees.

With the spirit of cooperation between the employers and employees covered by the Pension Plan and the Board of Trustees, I am confident we will be able to continue to improve the Plan.

Please note that the quarterly statements do not reflect any Past Service Credit -- usually prior to 1958 -- since these credits can only be properly verified when you apply for your pensions and your union records, employer records and Social Security records can be checked.

Your work as an Operating Engineer in other geographic areas will also be taken into account at retirement time whenever reciprocity agreements are in effect with Local Union #3.

Your Pension Benefit Formula is based directly on your work in our industry. The greater the amount of work the higher the pension available at retirement.

With kindest regards,

Sincerely and fraternally yours,

AL CLEM
Business Manager

HOW TO READ YOUR PENSION CREDIT - WORK STATEMENT

This report outlines the hours of work reported for your future pension and family security. The information in this report will be added to your Past Service Credit history - normally before 1958 when Contributions first started - to give you credit for all years of work in our industry up to 25 years maximum.

Total Future Service Credit thru 1972.

Dollar Value for Total Future Service Credit thru 1972 Available for a Normal Pension.

Dollar Value for 1972 hours.
Hours X Contribution Rate X 2
825 x .75 x 2 = \$12.38
975 x .90 x 2 = \$17.55
\$29.93

PENSION TRUST FUND FOR OPERATING ENGINEERS

209 GOLDEN GATE AVENUE
SAN FRANCISCO, CALIF. 94102

QUARTERLY STATEMENT OF HOURS
REPORTED BY EMPLOYEE

W. C. Yeneeva
209 Nedlog Avenue
San Francisco, Calif.

SOCIAL SECURITY NUMBER	EMPLOYEE NUMBER	FUTURE SERVICE CREDIT	1972				BENEFIT EARNED
			OCT.	NOV.	DEC.	TOTAL	
000-00-1000	16	\$208.50					\$29.93
12345	.75	825					825
93999	.90	525					525
00001	.90		150	150	150	450	450
TOTALS			1350	150	150	1800	

3173

If this Operating Engineer retires January 1973 with a normal pension based on 25 years of Past and Future Service Credit his monthly pension will be \$298.50

FUTURE SERVICE	PENSION CREDIT	DOLLAR VALUE
1972	1-1/4	\$ 29.93
1971	1-1/4	28.50
1970	1-1/4	22.07
1969	1-1/4	18.00
1958 - 1968	11 @ \$10.00	110.00
PAST SERVICE		
1949 - 1957	9 @ \$10.00	90.00
25 years		\$298.50

More Utah Report

(Continued from Page 12)

Backfill: 40,000 cu. yd.
Concrete: 8,000 cu. yd.
12-inch-diameter buried concrete pipe: 6,300 lin. ft.
Constructing gravel-surfaced access roads: 6 miles.

The quantities listed above will necessarily be revised as detail plans and specifications are completed. Time allowed for completion: 1150 days.

At this writing most all the good brothers in the Southern part of Utah are working with Strong Construction at Combe Wash, going a 5-8 hour shift. Brother Everett Ekker is the job Steward on that job.

W. W. Clyde at Harles Dome are running a two-shift operation on their I-70 freeway job, Brother By Young is the job Steward. W. W. Clyde Construction Company was low bidder at \$1,019,448.60 for construction of 5.5 miles of roadway on U. S. Highway 89 from Panguitch to Bryce Junction. The new route of the highway will necessitate two course changes in the Sevier River which have been cleared for environmental impact, officials stated. The straightening and improving of the grade will require 650,000 cubic yards of excavations.

L. A. Young & Son is doing the fine grading on the I-15 freeway job at Konash, where Cox Construction will do the paving.

J. M. Sumison Construction Company is putting the final touches on their country road job just west of Centerfield.

H. E. Lowdermilk is moving dirt like wild men on their 11 miles of I-70 freeway just East of Thompson. Brothers Bob Bruce and Dean Ekker are job Stewards, with Brother Max Anderson being the Safety Committeeman. This project is going a 5-9 hours shift. The weather is very dry and fire hazards and warnings are out throughout Utah.

Brother Rick, the dispatcher in Provo, is having some trouble about the good brother who returns to work, but fails to have his employer send in a recall slip. So Brother if you're returning to work, do tell your foreman to mail in a recall slip.

Work in the Provo and Central Utah area seems to have hit the peak employment a little early this season. Most of the bigger projects are working a two-shift operation and that always helps the operating engineers living in this area. We hope this trend will continue until the end of the season.

W. W. Clyde Construction has two freeway jobs going at the Point of the Mountain and the jobs are starting to shape up so that the citizens can see where the roadbed will be. This is the last link of the freeway between Salt Lake City and the Provo area and will eliminate a bottleneck that has caused many problems. Many of the operators on these projects were able to start early this year, making it possible to earn a much needed good paying season.

Corn Construction has had two paving crews working long hours on their Spanish Fork job and are talking about being completed early this season. These crews have a lot of work to do this year, not only on this job but some other work near Vernal, Utah, and are making every effort to get the work done.

Jelco Construction Power Plant job in Huntington Canyon is still expanding. More cranes and dirt equipment are showing up on the job. We hope the number of operating engineers on this job will remain at peak for the full season

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

Gibbons & Reed have started their job at Electric Lake, at the summit between Fairview and Huntington, and are working a two shift operation. The 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 pioneering and water diversion.

Strong Construction at Strawberry are working as many operators as possible, however, the big problem is traffic. Last season there were many problems working 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 car traffic, but now there is more of a truck haulage problem to compound the overall problem. It is expected that in the very near future that all of the seats will be filled on the equipment and will probably stay that way for the rest of the season.

Burgess Construction's job on Soldiers Creek Dam has a two shift operation on the dirt spread, working long hours and a three shift operation on the shop crews. This season will be the big push on the dirt. Now that the snow is all 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. Healy's Currant 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 back 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 mole crews have been having some record runs for footage on this job.

Sumison Construction set up their asphalt plant on Northwestern Construction job near Roosevelt and should be paving in the very near future. This will be a ten mile job and there should be some good checks made 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 Engineers News. The size of the work force has been quite steady on this job, with the operators going from one phase of the job to the next.

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

Heckett Engineering at the Geneva 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 successful bidders on the slag, so that our brother engineers on this payroll can continue to have jobs.

The rock, sand and gravel plants are still working full bore and most are on a two shift operation. If this pace is kept up for the full season we are sure that many of the brothers will be working this winter on repair and rebuild work.

State Officials Praise Local 3 Support For Proposition No. 2

STATE OF CALIFORNIA
DEPARTMENT OF GENERAL SERVICES
OFFICE OF LOCAL ASSISTANCE
SACRAMENTO 95814

RONALD REAGAN, Governor



June 21, 1972

Operating Engineers Local #3
474 Valencia Street
San Francisco, California

Gentlemen:

The people of California have authorized the issuance and sale of \$350,000,000 of State school bonds for the replacement of unsafe buildings and the construction of facilities for unhoused school children.

Proposition 2 would not have been approved at the June primary election were it not for the dedicated efforts of concerned Californians who gave of their time and substance to assure its success.

The State Allocation Board has adopted the enclosed resolution of commendation and appreciation and directed its presentation to you.

On behalf of the Board, let me extend the felicitations and gratitude of each member for your significant contribution to California's public education.

Sincerely,

Don Anderson
Executive Officer
State Allocation Board

State of California
State Allocation Board
June 15, 1972

Resolution

of Commendation
RE: Proposition 2, Primary Election Ballot
June 6, 1972

WHEREAS, The people of California adopted Proposition 2 at the June 6, 1972 primary election, authorizing the sale of \$350,000,000 of State school bonds, and

WHEREAS, The electorate approved the ballot measure by a vote of 3,052,847 to 2,631,497, a margin of 53.7 percent to 46.3 percent, and

WHEREAS, The proceeds of the bonds authorized by Proposition 2 will be apportioned by the State Allocation Board as long-term, low-cost loans to school districts with structurally unsafe facilities built prior to 1933 and to impoverished districts that are experiencing enrollment growth and have exhausted bond debt capacity, and

WHEREAS, The State Allocation Board endorsed Proposition 2 on November 18, 1971, and commended its favorable consideration to all public and community bodies of California, and

WHEREAS, Californians For Quake Safe Schools was organized on a non-partisan basis to promote the adoption of Proposition 2 with Governor Ronald Reagan as Honorary Chairman; Dr. Wilson Riles, Honorary Co-chairman; Samuel B. Stewart, State Chairman; Preston Hotchkis, State Co-chairman; and Donald W. Schroeder, Treasurer,

NOW, THEREFORE BE IT RESOLVED, That the State Allocation Board commends all those Californians who were active in their endorsement of and support for the effort which resulted in the success of Proposition 2, on June 6, 1972.

Albert S. Rodda, Senator
5th District

Clair W. Burgener, Senator
38th District

Leroy F. Greene, Assemblyman
3rd District

James W. Dent, Assemblyman
10th District

Adopted: June 15, 1972

Attest:
Executive Officer
State Allocation Board

Verne Orr
Director of Finance

Lawrence B. Robinson, Jr.
Director of General Services

Wilson Riles
Director of Education

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:

Alvarez, Pascual (Consuelo, Wife)	6-19-72
4724 E. Dwight, Fresno California	
Atkinson, Bert (Melba, Wife)	6-3-72
2136 Whipporwill Lane, Sacramento, California	
Beeler, Edward (Inez Ruby, Wife)	6-20-72
471-40th Avenue, San Francisco, California	
Bobo, Alvan (Ellen, Wife)	6-5-72
100 Brady Ct., Sacramento, California	
Boggs, Everett (Eva, Wife)	5-16-72
Box 243, Ferron, Utah	
Bondrenko, Edward	6-4-72
York Route, Helena, Montana	
Campbell, Glen P. (Rachel, Wife)	6-7-72
3931 South 3165 East, Salt Lake City, Utah	
Capello, Gabriel (Beatrice, Wife)	6-2-72
340-B Lakelau Pl., Kailua, Hawaii	
Cowger, Fred W. (Hazel, Wife)	5-31-72
29490 Avenue 15-1/2, Madera, California	
Diaz, Lee (Ella, Wife)	6-23-72
2003 W. Lopez, Merced, California	
Dobyns, Glen (Frances, Wife)	5-28-72
194 Isle Royal, Vacaville, California	
Eakins, Sterling (Ramona Thomas, Sister)	6-2-72
83-1/2 No. River St., San Jose, California	
Farnsworth, John R. (Bernice, Wife)	6-4-72
312 North Milton, Campbell, California	
Farrens, Lawrence (Charlotte, Wife)	6-7-72
1115-1st Avenue, Tuolumne City, California	
Graham, John C. (Birdie, Wife)	6-17-72
1572-137th Avenue, San Leandro, California	
Harryman, Edward (Thelma, Wife)	5-25-72
6053 Park Avenue, Marysville, California	
Hickman, Eugene (Doris, Wife)	5-26-72
2474 Finland, Stockton, California	
Landeadal, R. A. (Ruth, Wife)	6-7-72
1371 Marion St., Kingsburg, California	
Little, Lorin (Loretta, Wife)	5-21-72
1451 Oro Dam Blvd., Oroville, California	
Manfredini, Dante (Annie, Wife)	6-14-72
4575 Augustine, Pleasanton, California	
Mikkelsen, Walter (Helen, Wife)	5-18-72
935 "J" Street, Reedley, California	
Norman, Frank (Donald, Son)	6-10-72
P. O. Box 566, Clearlake, Highlands, California	
Olson, Arnold (Norma, Wife)	6-7-72
4520 Ardmore Avenue, Olivehurst, California	
Parnell, Isaac (Jewell, Wife)	5-17-72
3351 W. Whitebridge, Fresno, California	
Pruss, Edward (Beatrice, Wife)	5-30-72
168 Pine Street, Auburn, California	
Schmitt, Robert (Helen, Wife)	5-27-72
245 La Pala Dr., No. 19, San Jose, California	
Silveira, Joseph (Dorothy, Wife)	6-13-72
701 Rodney Drive, San Leandro, California	
Smith, Thomas (Helen, Wife)	5-27-72
26337 Mocine Avenue, Hayward, California	
DECEASED DEPENDENTS	
Feliz, Denise—Deceased May 31, 1972	
Deceased Daughter of Philip Feliz	
Marce, Emma—Deceased June 20, 1972	
Deceased Wife of Walt Marci	
Moore, Thomas Jr.—Deceased June 20, 1972	
Deceased Son of Thomas Moore Sr.	
Musante, Karen J.—Deceased May 28, 1972	
Deceased Wife of Peter Musante	
Peterson, Edna W.—Deceased June 7, 1972	
Deceased Wife of Marshall Peterson	
Wiley, Mary Jane—Deceased June 10, 1972	
Deceased Wife of George Wiley	



JOB STEWARDS APPOINTED

Week Ending June 16, 1972	Dist.	Name	Agent
20 Vernon Hughes	90	O. D. Hughes	Jack Curtis
20 Leon Struble	90	Raymond Phillips	Tom Carter
Week Ending July 7, 1972	Dist.	Name	Agent
60 C. Peter Visalli	01	Raymond J. Mason	Don Luba
80 Gottlieb Arnold	03	Thomas Forcelini	Bill Raney
10 Dale Johnson	03	Lloyd Kurtz	Bill Raney
11 George Aubin	50	Norby Flanagan	Bob Merriott
Week Ending June 30, 1972	Dist.	Name	Agent
70 Gerald Dearman	70	Robert Walters	Harold C. Smith
70 Fred Owens	90	Gene Krueger	Bob Havenhill
80 Patrick E. Carr	90	Dwight Noggle	Mike Kraynick
80 Jay E. Crownoble	90	Robert Blagg	Robert Fleckenstein
80 Gardner T. Downer	03	Lloyd Franklin	Bill Raney
80 Ray Halvorsen	11	John M. Hemp	Lenny Fagg
80 Ernest Lopez	11	John W. Pardick	Lenny Fagg
80 Charles Onthank	12	Don Gardner	Rex Daugherty
80 Charles C. Sales			
80 Lonnie Pike			

SAFETY COMMITTEEMEN APPOINTED

Week Ending June 16, 1972	Dist.	Name	Agent
30 Robert Slater	70	Darrell Gouldsmith	Ken Green
80 Audel Ford	70	Donald Harris	Ken Green
Week Ending June 25, 1972	Dist.	Name	Agent
20 Leon Struble	80	Russell Davis	Al Swan
70 Wallace Wert	80	Fred Lacert	Al Swan
Week Ending July 14, 1972	Dist.	Name	Agent
12 Oliver M. Ashworth	12	Oliver M. Ashworth	Rex Daugherty
11 Donald Earl Allbee	11	Donald Earl Allbee	Lenny Fagg
11 Samuel J. Allbee Sr.	11	Samuel J. Allbee Sr.	Lenny Fagg

Work Now At Summer Peak In Northern Nevada Section

By JERRY BENNETT, District Representative; DALE BEACH, IAN CRINKLAW, JAY VICTOR and LENNY FAGG, Business Representatives.

Work in District 11 is now at its peak. While we have more work underway now than last year at this time, our out of work list is still not depleted. Our good friends in Washington still have \$30 million dollars worth of Highway funds for Nevada held up. If you have a little free time, write a letter to our Senators and Congressman urging them to work just a bit harder on the release of this money—it might help.

Jerry Bennett

The Corps of Engineers has awarded to G. T. S. Co. of San Diego a contract for development of recreation facilities at the Martis Creek Reservoir near Truckee. G.T.S. has sub-contracted the underground work to King Construction, and the road work to Sub Terra.

The North Lake Tahoe construction ban has been lifted, allowing 3,200 more sewer hook-ups. This should generate several jobs for the lake area. The North Star project is finally in full swing now after a long winter shutdown. This is a \$100 million recreational development being done by Trimont Land Co., a Fiberboard subsidiary. Contractors working include A. Teichert & Son, Highland Construction, Ebert & Spartan, Gebhardt, Northrop, Carl Woods Co., Lowre Paving, Wells Cargo, and others.

Robert Helms Construction Co. of Sparks has been awarded a \$699,969 contract by the City of Reno for street work. It seems as though every street in Reno is under repair, with 3 or 4 engineers working on every corner. A bid of \$447,330 has been accepted by the Washoe County School Board for modifications at three high schools. Walker-Boudwin Construction Co. was low bidder.

Lewis Construction Co. of Moapa has been awarded a contract for reconstruction of the Bird Creek and Timber Creek campgrounds in the Humboldt National Forest in Whitepine County, the first phase of a five-year program to update recreational facilities. In Reno we have received a shot in the arm with the new Ring Road contract let to Holcomb Construction and Byars. It is \$1.7 million and is mostly scraper work. Byars has about 10 brother engineers on this job.

There is considerable asphalt work going on around Reno. Helms just finished resurfacing the old Stead runways so that they could be used temporarily by commercial air traffic while the Reno Airport gets a "beauty treatment" in the form of a concrete overlay on the runways and some new asphalt on the taxi ways and ramps. This contract was just let to Match Constructors of Reno for about \$1,700,000 which they will have to spend in 30 days. This will mean at least six 10 hour days for all the brothers on this job.

The I-80 job in Reno is cooling down somewhat. Nevada Rock and Sand is down to one shift with just the cleanup left.

Contri Construction is winding up their sewer job in Fallon and

will be busy at the Lake by press time.

Helms Construction has the site preparation for Youngsdale Construction at NAS in Fallon which will keep a few brothers busy for the rest of the season. As always, the remainder of Helms' crews are working subdivisions in Sparks and Reno.

Washoe County Commissioner recently approved a program by the Road Department for paving of 3.5 miles of streets in Sun Valley area of Sparks. This has been needed for a long time, and should aid the development of the area.

Out in Northeastern Nevada, Parsons Construction Company out of Utah is running full bore building freeway in the Pequop Mountains. This job should keep quite a few brother engineers busy for this season and part of the next.

H. M. Byars Construction has a rock plant at Black Jack. They are producing material for Nevada Paving, who has the overlay job in that area. This job should be completed around the 29th of June. This company has been successful in securing several jobs around the State and should have a pretty good year.

Harker & Harker are busy with their pole line job in the Eureka area. Max Riggs Construction is in full swing on both their jobs—Carlin and North Fork.

Robert Helms Construction Company is adding the finishing touches to their stretches of freeway in the Elko area. They are just getting started good on their overlay job between the Winecup Ranch and Contact, Nevada. They will be moving one of their hot plants from East Elko to Carson City.

Industrial Construction has all but completed the new stretch of freeway at Lovelock. They have been moving their rigs out. Bill Saxton of Fallon has the bridge job on the freeway for Industrial Construction. Holcomb Construction has the bridge job at Nixon, Nevada which will keep several engineers on the payroll for some time.

The job we are all looking for-

ward to is the \$10 million road and tunnel job to be let July 20th at the Carlin Canyon. We are also looking forward to the Lemoille Canyon job which will consist of paving, construction of a bridge, and some additional dirt work. This job should be coming up soon.

Hansel Phelps is in full swing on two bridges in Carlin Canyon. 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 Anaconda-NIC Council's By-Laws were changed by almost unanimous vote at special called meeting on June 20, 1972. The most significant changes made have given the Joint Board more duties, in an attempt to stimulate interest and participation in union matters, investigate grievances that are filed by the membership, and help the Executive Board in all problems that may arise.

Despite the fact that most of the bigger mines in Nevada offer summer employment to students in their respective area, jobs in the mining industry have become hard to find at the present time.

Exploration work in Nevada has picked up considerably in the last 12 months, partly because of the good weather but mostly because of the price increase in gold. At this time the price of gold is \$62.50 per ounce.

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

Duval Corporation has begun construction of a new leach plant in the copper basin area. This will probably not create any new jobs, but will increase Duval's copper recovery in the copper basin.

RETIREES MEETINGS 1972

JULY	Date	District	Location
18 Tuesday, 10:00 a.m.	#40 - Eureka	Engineers Bldg., 2806 Broadway, Eureka	
19 Wednesday, 10:00 a.m.	#70 - Redding	Engineers Bldg., 100 Lake Blvd., Redding	
20 Thursday, 10:00 a.m.	#60 - Marysville	Prospectors Village, Gold Room, Oro Dam Blvd., Oroville	
22 Saturday, 10:00 a.m.	#80 - Sacramento	Labor Temple, 2525 Stockton Blvd., Sacramento	
24 Monday, 10:00 a.m.	#10 - Santa Rosa	Engineers Bldg., 3900 Mayette Ave., Santa Rosa	
27 Thursday, 10:30 a.m.	#12 - Salt Lake City	Engineers Bldg., 1958 West North Temple, Salt Lake City	
28 Friday, 10:00 a.m.	#11 - Reno	Musicians Hall, 124 Taylor St., Reno	
31 Monday, 10:00 a.m.	#50 - Fresno	Engineers Bldg., 3121 E. Olive St., Fresno	
AUGUST			
2 Wednesday, 10:00 a.m.	#01 - San Francisco	Engineers Bldg., 474 Valencia St., San Francisco	
3 Thursday, 10:00 a.m.	#20 - Oakland	Engineers Bldg., 1444 Webster St., Oakland	
8 Tuesday, 10:00 a.m.	#30 - Stockton	Engineers Bldg., 2626 N. California St., Stockton	
10 Thursday, 10:00 a.m.	#90 - San Jose	San Jose Labor Temple, 2102 Almaden Road, Room 400, San Jose	

Personal Notes

STOCKTON-MODESTO

Brother Cecil "Doc" Ford returned from Thailand where he completed his contract with RMK-BRJ.

Brother Al Niblock also returned from the Vietnam area where he has been employed for several years. Al is undecided as to where he will go next.

Brother Robert Franklin, Herb Sears and Morgan Kerr were either hospitalized or under a doctor's care during the past month. A speedy recovery is wished for all.

Our deepest sympathies are extended to the family and friends of departed Brother Eugene Hickman.

RENO

Brother Joe Hammernick recently underwent serious surgery, and blood donations are needed. Please contact the Reno District Office if you can help out.

Brother Alex Radke has been hospitalized 3 times in the last month, underwent major surgery, and is now recuperating at home. Friends and brothers give him a call.

SACRAMENTO

Our deepest sympathies and condolences go to the families of several of our good brothers who passed away recently: Brother Edward Pruss, Brother Alvan Bobo, Brother John R. Farnsworth, Brother Bert W. Atkinson. We are also sorry to report the death of Virgil Burns, Jr., son of operating engineer Virgil Burns, Sr.

Brother Ken Hannum is now home from Sierra Nevada Memorial Hospital recovering from a recent illness.

We are sorry to report that Brother Curly Williams is at the Auburn Community Clinic in the intensive care unit. We are all hoping Brother Williams will be back on the job and in good health very soon.

SAN JOSE

Congratulations to Mr. & Mrs. Don Arnold . . . a Baby Boy born June 2, 1972, named Adam Neal.

Lucky travelers—Mr. & Mrs. Louis (Shorty) Kashka recently returned from a two week vacation, in which they traveled through ten States. They traveled over 5000 miles. They were glad to be back in California.

Jerry Bolden who has been laid up for the past six months due to an accident is now able to go back to work.

We wish a speedy recovery for Jack Freeman who was injured at Aromas Quarry.

More Marysville Info

(Continued from Page 11)

sites to clear and rip rap. Some of the clearing they are doing themselves but they also have Dutra Dredging clearing banks that are hard to get to. Material for the rip rap is being harvested at the Sites Pit which has a Crusher crew, two loaders and compressor for the drilling. This levee work should keep everyone busy for the summer.

Yuba City sewer treatment plant is well on its way. Baldwin Construction is doing the structures. On the same project Triangle Engineering and Glanville Construction have made the river crossing.

In Chico, Stolte Inc. of Oakland has been awarded the new library complex for Chico State College at a cost of \$6,814,003.00. There are a number of small jobs in this area.

Action in the Paradise Pines is real good right now; the ground has finally dried up so that the equipment can roll. H. Earl Parker has moved in its dirt spread for a few months' work. Newcastle Const. also has a finishing crew working cleaning up from last year. Baldwin Construction and Butte Creek Rock have equipment working in the same area.

By: DAN SENECHAL,
Business Representative

Construction, shops and plants east of the Feather River and Mountain Area: The Baldwin-Dubach Highway 65 freeway project is moving fast. All structures have been completed by C. K. Moseman, and Dubach has moved the scrapers out and is putting the final touches with their new C.M.I. 16 Blade. As

soon as the finish work is completed, Griffith Company will concrete pave the project.

A Saratoga Contractor was low bidder on two jobs north of Oroville. Lloyd Rodoni is in the middle of the Forbestown Road project, one of two they picked up last month. Both are road jobs that are needed not only for employment, but also for safety. Oroville-Quincy Road, north of Bidwell Bar is the location of the second project, which is being logged off and brushed by Local 3 crews.

Mathews Ready Mix have moved back into their Rock and Sand plant in Oroville. This plant has been down except for ready-mix since their new plant at Hammonton has been in the construction stages.

Robinson Construction Co. of Oroville have been keeping their new automatic hot plant busy in the Oroville-Chico area. They have not been successful on any new projects on construction.

The new Pennys Mall, south of Marysville is also moving fast. Morrison Knudsen, general contractor for the project, has subcontracted the job in phases with phase I going to Baldwin. This entailed site work and clearing. Phase II, site material up to and including black top went to Mathews Ready Mix who subcontracted to Riolo of Roseville. Collins Electric helped the out-of-work list on the project with a trenching machine and backhoes.

SWAP SHOP CORNER: Free Want Ads for Engineers

LOT FOR SALE ABOVE 3000 ELEVATION on Hwy 36, ideal for mobile home or cabin, gd for hunt & fishing. Phone 916/332-6946. Reg. No. 461127. 5-1.

FOR SALE: E.Z. PICKUP CANOPY fits 8' Fleetside Ford, all aluminum w/dome lt & window that opens. Butane lantern & 2 burner camp stove. Make offer. Phone 415/479-9190. Reg. No. 0368103. 5-1.

FOR SALE: 1967 OLDSMOBILE 4 Dr H.T. w/air cond., fold shape. \$700 or take over payments. William Tucker. Ph. 707/691-3944. Reg. No. 1103556. 5-1.

FOR SALE: 12K 2000 SERIES CAT blade adjustable chair seat. Gd cond., part No. 6D6544 could use on Series E etc. \$50 by owner opr Lloyd Brooker. 415/369-5489. Reg. No. 0290869. 5-1.

FOR SALE: 1931 MODEL AA 1 1/2 T TRUCK. Good restorable cond. \$650 or offer. C. McKinley. 1240 Rutledge Way, Stockton, Ca. 95207. Reg. No. 1075445. 5-1.

FOR SALE: 2 ROPE FALLS, 2 PART LINES, 4 part lines, 40' & 50' \$20 ea. 2 ex. abt blocks 6' \$5 ea. 3 Elec drills 1/4" 1 has hi speed & low spd clutch. 1 installs sheet rock \$10 ea. All sizes & wghts hammers \$2 ea. 2 Crescent wrenches 12" \$4 ea. plus miscellany. Eggs hand level & 50' tape, new \$25. 2-6" folding rules in tenths \$2 ea. H. W. Nefstead, 2667 18th Ave., San Francisco, Ph. 731-2048. Reg. No. 276799. 5-1.

FOR SALE: 1971 TRAVELEEZ 8X35 TRAILER. Centr. air-heat. Garbage disp., bilt-in vacuum \$5,000. Camper shell, 8' bed \$250. Call 916/795-4420. F. Martinez, P.O. Box 325, Winters, Ca. 95694. Reg. No. 1112933. 5-1.

WANTED: RIPPER FOR 933 CAT LOADER. Tool boxes to replace fenders on 8' truck bed. J. Jackson, 900 Hopkins Gulch Rd., Boulder Creek, Ca. 95006. Ph. 408/338-2244. Reg. No. 141244. 5-1.

FOR SALE: CAT GRADER PARTS "V" scarifier, tandem, etc. Final drive gears for 46A, D-9; 5x5 sheepfoot roller. \$2,000. W. Lindquist, 531 East Minnesota, Turlock, Ca. Ph. 209/434-4424. Reg. No. 1082353. 5-1.

FOR SALE: 1/4 YD CLAM SHELL like new \$650. Hyster compactor wheels & cleaners \$1,250. D-6. 6-S dozer eng. & undercarriage fair \$1,500. J. Rapp, P.O. Box 355, Crawfordsburg, Ca. Call 209/837-4708. Reg. No. 0354420. 5-1.

OLDER HOUSE FOR SALE. In good repair, needs paint. 3 br, 1 1/2 rm, dining rm, svc porch. 2 car garage, almost 2 acres \$20,000 full price \$5,000 dwn. Nr Smartsville. Ph 639-2257 or 273-5655. Reg. No. 0448639. 5-1.

FOR SALE: PRIVATE TROUT LAKE, golf course, bar, rest. club hs, lake front lot, view home site, near Middletown, Ca. Owner must sell. Low down. 687-3519. Reg. No. 0845450. 5-1.

FOR SALE IN TALL PINES 20X43 Great Lakes Mobile home on 1/4 acre lot. Pines & dogwoods, 10x14 shed equipped for laun. & toilet & hot water heater. \$15,000. 53 Wood Dr., Magalia, Ca. Ph. 916/877-4714. Reg. No. 0572617. 5-1.

FOR SALE: THREE B70, POWER SHIFT 37 yd scrapers. 12-V-71 engines. Gd. cond, exc. rubber. Spare parts, elec. motors, torque converters, trans. parts. \$25,000 or \$10,000 ea. C. I. Baldwin, P. O. Box 668, Angels Camp, Ca. 95222. Reg. No. 0559677. 5-1.

FOR SALE: HAMMOND ORGAN, spinet, K100 series, walnut finish, exc. cond. like new. \$595 or best offer. Call 415/325-5787. Reg. No. 0848274. 5-1.

SELL OR SWAP EARLY TRANSIT, SEXTANT. Case—made in 1723 in Philadelphia. Ex. cond. Jack Troller. 5215 Gayle Dr., Santa Rosa, Ca. 542-4347. Reg. No. 0339459. 5-1.

TRADE OR SELL 2 1/2 ACRES north of Fresno in Magic Country. Low down, will carry papers or trade for late model pickup and camper. P. O. Box 777, Lucerne, Ca. 95458. Phone 707/274-1378. Reg. No. 0587051. 5-1.

FOR SALE: 1961 ROYAL SCOTT Elec start 43.7 HP outbd motor; controls & tank. Gd cond. \$250. Call 423-3980 5 pm & weekends. Ray Purdom, Box 331, Fallon, Nev. 89406. Reg. No. 0775345. 5-1.

FOR SALE: CHARTER MEMBERSHIP in Royal Pines Lake Club \$250. Dues \$35 annually. Keith Mullins, 5166 Westmont Avenue, San Jose, call 379-3896. Reg. No. 0884155. 5-1.

FOR SALE: 1971 AMERICAN MOBILE HOME one BR, furn \$5,500, unfurn \$5,300 in Tooele, Utah. Call 801/882-3198. Reg. No. 0883681. 5-1.

FOR SALE: TRUCK MOUNTED WELL DRILLER or post holes; Ford flatbed 14' unused for over 4 yrs.; Chev. dump trk 1946 bobtail. All working. Make offer. Call Herb Nefstead. 415/731-2048. Reg. No. 0276799. 5-1.

FOR SALE: 1967 BMW R-69 MOTOR- CYCLE. 74 Harley Davidson. Lock carrier, good tires, blk & chrome, ridden only by little old lady & me. Call 415/386-6313. Reg. No. 053769. 5-1.

SALE OR TRADE: 1894 WINCHESTER RIFLE 38-55 cal. ad shape \$95. Small Atlas metal lathe gd tight shape no tooling or chuck. \$125 or trade for orig. muzzle-lgd rifle. Phone 209/835-8966. 12520 West Byron Rd., Tracy, Ca. 95376. Reg. No. 1030467. 6-1.

FOR SALE: TAHOE PARADISE, level 1/4 ac. lot; all util. plus sewer. No bonds; nr airport, golf crse, private & recreation area. W. P. Wickham, 115 W. MacArthur, Sonoma, Cal. 95476. Reg. No. 1062039. 6-1.

FOR SALE OR TRADE for motor home, choice home lot 1/4 acre, panorama of valley & mtns. Golf, fish, swim, boating, beau. club hs. Phone 234-4267 in San Pablo. Reg. No. 321464. 6-1.

FOR SALE: HOME OR MOBILE SITE 1 1/4 ac. level, Sacramento River soil, irrigation water. Stores, fishing, recreation nrby. \$3,500 cash or terms. J. W. Crump, P.O. Box 288, Los Molinos, Ca. 96055. Reg. No. 0657630. 6-1.

SALE OR TRADE 90X100' LOT IN BERRYESSA PK overlooking lake. All u.t. in, paved rds, no bond or assessments. \$6,900 lw dwn, 7% on balance. Owner will finance. Roy E. Paris, phone 415/366-0539. Reg. No. 0702244. 6-1.

FOR SALE: FORD T85-10 CYD DUMP TRUCK. 8 sp. rd ranger, rebilt 532 motor—PUC permit available. 80% rubber, extras. Phone days 707/943-3044, eve. 707/943-3273. Reg. No. 0342586. 6-1.

FOR SALE: 24x45 MOBILE HOME on 50x95 lot. 2BR, 2 bath, awnings, skirting & air cond. installed. Vernon O'Hare, 8618 Beaumont Cir., Sacramento, Ca. 95828. Reg. No. 0901012. 6-1.

FOR SALE: 2 CHOICE CEMETERY PLOTS Skylawn Mem. Prk, Benicia. \$600 or trade for 2 nr Turlock. Call Tony S. Levy, 209/632-4123, 491 West Avenue So., Turlock, Cal. 95380. Reg. No. 0600835. 6-1.

FOR SALE: RESALE CLOTHING STORE. Same management 9 yrs. 5000 hanging items clean & pressed, lg inventory stored. Racks, hangars & equip. Ideal location. San Pablo Ave., Albany, Ca. 524-8865. Reg. No. 0535771. 6-1.

FOR SALE: 1970 FORD 4500 BACKHOE & loader w/auto dig \$9,000. A. V. Lay, 232 W. Caldwell, No. 10, Visalia, Ca. 93277. 209/734-6266. Reg. No. 1446492. 6-1.

FOR SALE: 51 PETE, 2 AXLE, 262 Cum- mins recent o'haul, 5 & 3. 14 yd smi end dump, good condition. H. Zamow, 20398 Clay St., Cupertino, Ca. 95014. Phone 408/252-0760. Reg. No. 1025408. 6-1.

WILL TRADE OLD WATCH FOBS for broad ax, preferably with handle. Write for details. Paul F. Menefee, Rt. 1, Box 187-A, Oroville, Ca. 95965. Reg. No. 638971. 6-1.

FOR SALE: 8-WHEEL DRIVE all terrain vehicle Corvair eng. 10x14.50-8 Gdvy terra tires, 60 pitch 3/4" drive chain \$800 or best offer. Jim Minardi, 782 So. Cypress, San Jose, Ca. Ph. 243-2668. Reg. No. 1235515. 6-1.

FOR SALE: BAIT SHOP, gas sta., modern trailer hse on 10 acres on Hwy 177, 4 mi from Platt Nat. Pk. 2 mi from Arbuckle Rec. Lake nr Sulphur, Okla. 32'x32' mod. store inc beer box, coke box, ice maker, freezer. New 10x12 storage bldg. \$25,000. Call aft. 8 pm. Ed Holt, 415/793-7915. P.O. Box 591, Fremont, Ca. 94537. Reg. No. 0669611. 6-1.

FOR SALE: 264 ACRES NE BATES, ARKANSAS. 5-rm mod. home, stock ponds, hay barn, other out bldgs. 110 acres fenced hog proof. \$50,000. Frank Latta, Route 1, Heaven, Okla. 74937. Reg. No. 0883656. 6-1.

FOR SALE: NEW EUROPEAN BI- CYCLES (from Belgium) 10 speed. Save buy direct from importer. \$95. Accept Bankamericard. Call 415/681-5020. Reg. No. 1030408. 6-1.

WANTED: OLD SHOTGUN SHELLS, boxes, displays, posters, ads, calendars etc re shotguns. Will trade. Send prices, conditions, description to Edwin R. Simpson, Star Rte Bx 59, Clovis, Ca. 93612. Reg. No. 1245035. 6-1.

FOR SALE: CHOICE LOT, Big Trees Village bet. Arnold & Dorrington, Ca. Hwy 4. Recreational facilities. \$7,400 or best offer. Stewart Orchard, 2404 Warm Springs Rd., Glen Ellen, Ca. 95442. 707/896-9628. Reg. No. 0947313. 6-1.

FOR SALE: GREAT OPPORTUNITY for ret. or 2nd job 15 cookie vend. mach. in gd locations Hayward, San Leandro 1,800, Call 278-7165. Reg. No. 0795968. 6-1.

FOR SALE: 1957 B.S.A. 500CC single, comp. recond., handle bar, sprocket, tires, cables, motor, etc. \$450. A. M. Wood, 504 C St., Colma, Ca. Ph. 586-3066. Reg. No. 0908664. 6-1.

FOR SALE: ONE 1970 FORD 1/2-TON PICKUP Norway green, long, wide bed. Contact Jay Bosley, 756-2963, Daly City, Ca. Reg. No. 1296030. 6-1.

FOR SALE: AMER. STAIR GLIDE CHAIR like new, will install. 105 portable air compressor, needs a little work. 105 HP Ford marine eng. 35 Wawona Street, San Francisco. Call 415/664-1405. Reg. No. 0987294. 6-1.

FOR SALE: P.U.C. TRUCK PERMIT, sand & gravel \$1,500 cash or will trade for travel trailer or boat. Call Bob Gowan, 707/462-3783. 117 Meadowbrook Dr., Ukiah, Cal. Reg. No. 1355143. 7-1.

FOR SALE: JOHN DEERE No. 450 w/ four in one bucket, backhoe, rippers, etc. \$10,750. Call Jack, 408/266-5910. Reg. No. 0434969. 7-1.

FOR SALE: THREE ACRES, 2-BR HOUSE, heart of hunting & fishing, nr school, bus at door. E. B. Loyd, P.O. Box 297, Brownsville, Ca. 95919. Reg. No. 0321463. 7-1.

DISABLED RET. HD MECHANIC will sell Cornwell 1/2" & 3/4" drive socket sets, OTC box wrenches, open-end & comb. wrenches, 2 lg pickup tool boxes. N. V. Nelson, 15814 Marcella St., San Leandro, Ca. 94578. Ph. 357-7730. Reg. No. 0845444. 7-1.

FOR SALE: MODEL W CLETRAC (1914 mod.) w/spare head \$150. Fair condition. Bill Bueb, 126 Navarra Dr., Scotts Valley, Ca. 95060. Reg. No. 1187169. 7-1.

WATER TRUCK FOR SALE \$750. Call Jack, 408/266-5910. Reg. No. 0434969. 7-1.

MUST SELL MOBILE HOME, 1968 Paramount 50x10, 1 Br. front kitch. \$3,500. Call Jack, 408/266-5910. Reg. No. 0434969. 7-1.

DUNE BUGGY, 1971 STREET, legal fiberglass body, chrome, R & tape deck, full dash, commado tires, low mi. \$950. M. Thome, 3080 Airline Hwy., Hollister, Ca. 95023, 408/637-5612. Reg. No. 1011256. 7-1.

FOR SALE: VACATION LOT, Willits, Ca. Cons. trade new Ford pickup or hse trailer for equity. \$8,500. Charlie Chastain, 1420 Abbey Ave., San Leandro, Ca. 94579. 415/351-9387. Reg. No. 1040506. 7-1.

LOT FOR SALE at Lake Berryessa Estates 100x100. Sewer, water, elec. paved streets, 10x18 aluminum bldg. John Fenrich, 4770 Harrison St., Pleasanton, Ca. 94566. Ph. 846-2428. Reg. No. 0574324. 7-1.

FOR SALE: 1960 LONESTAR 23' ALUM. BOAT. Hd. sink, sbws 4, extras. 50 HP Evinrude, 1971 tlr, tandem axle, surge brakes, both reg. for 1972. \$2,500. Call Denny I. Dennis, 415/276-7216. Reg. No. 1040605. 7-1.

FOR SALE: TWO BUCKEYE TRENCH- ERS w/spare pts & Chevvy Lowboy truck. Nelson Schneider, ph. 838-2887. Escalon, Ca. Reg. No. 0915764. 7-1.

FOR SALE: INTERNATIONAL 1966 1/2 TON TRUCK, V8 eng., trailer hitch. Ideal for camper. Al cond. \$875. Call 408/246-7848. Reg. No. 1022442. 7-1.

FOR SALE: 58-ACRE BLDG. SITE, Placerville, zoned R2, secluded, trees, vw, wat., power, sewer, level, nr freeway. \$4,750, terms. Homer Cheff, 1006 Bridgeview Dr., Placerville, Ca. Ph. 622-2453. Reg. No. 0274683. 7-1.

FOR SALE: 25-TON LOWBOY, tractor & trailer, new tires, gd cond, best offer. Call 415/447-2267 aft. 8 p.m. Reg. No. 786950. 7-1.

FOR SALE: CLEVELAND 95 TRENCH- ER (round buckets) & trailer for hauling trencher. \$3,000. Phone 408/378-0856. Reg. No. 1043707. 7-1.

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 sidelines.
- 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, California 94103. Be sure to include your register number. No ad will be published without this information.

How Much Does It Cost To Rear a Child?

(The Leavenworth, Kansas Times)

Hey, Uncle, how much does it cost to rear a child?

You allow us taxpaying parents only \$600 a year to feed, clothe, house and train a youngster. In your Federal Government Job Corps you spend \$7,000 a year!

Now which is the correct figure? Either we're allowing you too much or you're not allowing us enough.

You allow taxpaying parents a \$600 deduction for the care and feeding of each child. . . .

Yet under the Cuban refugee program you assume minimal upkeep requires \$1,200 a year—and if the Cuban boy or girl is attending school—an extra \$1,000 a year.

How come you shortchange the homefolks?

In the austere environs of federal prison, you have discovered that it costs—to maintain one person, with no frills, no luxuries, and no borrowing Dad's car—\$2,300 a year.

By what rule-of-thumb do you estimate that Mom and Dad can do it for-fourth that amount?

Under Social Security, you will pay \$168 a month to maintain the elderly. What makes you think we can maintain our young'uns for \$50 a month?

And Uncle, your VISTA Program (Volunteers in Service to America) spent \$3.1 million this last fiscal year to turn out only 202 trainees. That indicates that the cost of maintaining and training one youth for one year is more than \$15,000.

Then how come we taxpaying parents get an exemption of only \$600 to maintain and train one youth for one year?

Or let's see how much you spend upkeeping one youngster in military uniform. House \$55.20 a month. Food \$30.27 a month. Clothing upkeep \$4.20 a month. That comes to \$1,076.04 a year.*

How in the world do you expect parents to provide all these things plus clothes, recreation, books, medicine . . . for \$600 a year? With your own figures, you admit it can't be done.

1972 MEETINGS SCHEDULE

1972 SCHEDULE OF DISTRICT & SUB-DISTRICT MEETINGS

JULY

18 Eureka, Tues., 8 p.m.
19 Redding, Wed., 8 p.m.
20 Oroville, Thurs., 8 p.m.
26 Honolulu, Wed., 7 p.m.
27 Hilo, Thurs., 7:30 p.m.

AUGUST

8 Stockton, Tues., 8 p.m.
17 Oakland, Thurs., 8 p.m.
22 Sacramento, Tues., 8 p.m.
24 San Jose, Thurs., 8 p.m.
29 Fresno, Tues., 8 p.m.

SEPTEMBER

6 San Francisco, Wed., 8 p.m.
7 Ukiah, Thurs., 8 p.m.
15 Salt Lake City, Fri., 8 p.m.
16 Reno, Sat., 8 p.m.

OCTOBER

3 Eureka, Tues., 8 p.m.
4 Redding, Wed., 8 p.m.
5 Marysville, Thurs., 8 p.m.
25 Honolulu, Wed., 7 p.m.
26 Hilo, Thurs., 7:30 p.m.

NOVEMBER

1 San Francisco, Wed., 8 p.m.
2 Watsonville, Thurs., 8 p.m.
9 Oakland, Thurs., 8 p.m.
14 Stockton, Tues., 8 p.m.
21 Fresno, Tues., 8 p.m.
28 Sacramento, Tues., 8 p.m.

DECEMBER

1 Ogden, Fri., 8 p.m.
2 Reno, Sat., 8 p.m.
7 Santa Rosa, Thurs., 8 p.m.

DISTRICT AND SUB-DISTRICT MEETING PLACES

San Francisco, Engineers Bld. 474 Valencia St.
Eureka, Engineers Bldg., 2806 Broadway.
Redding, Engineers Bldg., 100 Lake Blvd.
Oroville, Prospectors Village, Oroville Dam Blvd.
Honolulu, Washington Intermediate School (Cafetorium), 1633 S. King Street.
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.
Santa Rosa, Engineers Bldg., 3900 Mayette.
Provo, 165 West 1st North.
Ogden, Teamsters Hall, 2538 Washington Blvd.

More Collectively Speaking

(Continued from Page 2)

We have had a number of meetings with a committee representing the Affirmative Action Trust in the State of Nevada during the past 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.

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 satisfaction of both parties. We are hopeful to convince the environmentalists that all work in the country must not stop and we as union members are also in favor of a healthy environment.

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

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Incomplete forms will not be processed.



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Don Luba 592-6871
Bill Parker 359-1680
Fran Walker, Trustee 388-9357
Walter Norris 447-5108

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Virgilio Delin 746-4586
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Liability of Successor Firms Limited

The U. S. Supreme Court ruled that when an employer takes over a business he is bound to recognize and bargain with an existing union but is not bound by a previously collective bargaining agreement.

The 5-4 decision overturns a landmark ruling of the National Labor Relations Board which in 1970 ordered the William J. Burns, International Detective Agency to abide by the contract of a local of plant guards which the Burns agency had "inherited" from another firm.

Tells the Real Story!

Labor Press Vital Tool

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 press and mass of printed paper that come 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 itself is losing its steam, and how union members are getting lazy and self satisfied and timid, and how they care more about hanging onto what they have, than about winning more and winning it for others. Well, that is nonsense.

In the America 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 movement of ours and strengthening it in every way we can is 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 work force. 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 publications, 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 professional and volunteer staffs.

EVERY TRADE UNIONIST needs to know all of the things that are going on that affect him—the negotiations and grievances in his own shop and in the shop down the street. What's happening in city hall and the capitol building. What's happening in Washington. What's happening to prices, to wages, to fringe benefits, to jobs. Every union member needs to know what's going on, where help is needed, what 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 scarcely exist, where 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, clumsy, ill-proportioned coverage they give our movement.

Every year about 100,000 union contracts are negotiated. About 98 percent of those negotiated take place without conflict, without the loss of an hour's working time, and they are almost entirely ignored.

Conflict is what catches the eye of the media, and they tell a story of conflict. They tell about the 2 percent. So we have to rely on the labor press to put things in proportion.

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

—From an address by AFL-CIO Sec.-Treas. Lane Kirkland at the 50th anniversary dinner of the Colorado Labor Advocate in Denver.

Eel Basin Check Shows Bad Erosion

By RAY COOPER

Results of a U. S. Geological Survey show the Eel River Basin of California has the fastest erosion rate of any river in the nation. The survey, which took 10 years, indicated that although the Mississippi River is 90 times as large as the Eel, the latter discharges 15 times as much sediment in an average year.

During the 10 years of the study more than 310 million tons of sediment were washed away from the 3,100 square-mile basin—more than half of it during the 1964-65 flood. In fact 57 million tons of sediment were washed away in just one day at the peak of the '64 flood.

This study proves, and hopefully should dispel the notion that the Eel is ready for placement in the so-called "wild rivers" category.

Santa Rosa

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to Calistoga. Rapp Const. is putting the finishing touches on the Sterling Winery job at Calistoga. Syar & Harms and Hensell-Phelps are coming along well on the Sovereign Winery job at Rutherford. Todd Const. Co. and Fel-Cal Co. on another winery for Christian Brothers at St. Helena. We have quite a lot of small work but none of large proportion in the Redwood Empire.

Until next time, exercise your right to vote!!!

San Mateo

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had reserved the right to award contracts on an individual item basis if the bid appeared to be unbalanced.

The bid was for "scheme 5" which was identified as the "shortest pier." The pier is to be build in 60-foot increments.