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ENGINEERS NEWS

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



GUAM, WHERE AMERICA'S DAY BEGINS

HAWAII, THE 50TH STATE

NORTHERN CALIFORNIA, THE GOLDEN STATE

NORTHERN NEVADA, SILVER STATE

UTAH, HEART OF THE ROCKIES

Vol. 28, No. 8

SAN FRANCISCO, CALIFORNIA



August, 1969



SENATE COMMENDATION is presented to International Vice President and Local Union No. 3 Business Manager Al Clem by Senator Alan Short at Sacramento. This was the second time in the past two years that the California Legislature had

commended Clem for his outstanding efforts in labor leadership. This commendation was specifically for his leadership in establishing a joint journeyman and apprentice training program at Rancho Murietta.

State Senate Commends Clem For Training Program

The California Legislature in regular session voted to commend International Vice President and Business Manager Al Clem of Local Union No. 3, International Union of Operating Engineers, AFL-CIO for his leadership in establishing a heavy equipment training program to upgrade and multiply the skills of journeyman trainees and apprentices at Rancho Murietta near Sacramento California.

Presentation of the commendation by the California Senate was made by Senators Alan Short and Milton Marks in Sacramento on August 8th.

Senator Alan Short represents the Sixth Senatorial District which includes all of San Joaquin County and the major part of Sacramento County. He is Chairman of the Senate Transportation Committee, which considers all legislation affecting highway construction, dredging and related transportation matters. Legislation considered by this committee involved over a billion and a half dollars of highway construction in California this past year. Short was the author of legislation this past session which will provide \$25 million in funds to relieve urban congestion.

Senator Short is a Democrat who is nationally known for his efforts on behalf of the handi-

capped and is probably best known for his legislation (Short-Doyle Act) which provides for the local treatment of the mentally ill.

Senator Milton Marks, a liberal Republican, represents the Ninth District, San Francisco County and gained wide union support when he ran to succeed the late Senator Eugene McAteer. Senator Marks is Vice Chairman, Senate Public Health and Safety Committee; member, Senate Committees on Business and Professions, Local Government, Natural Resources and Transportation. Member, Joint Legislative Committee on Bay Area Regional Organization and Medi-Cal Administration; California State Commission on Government Organization and Economy ("Little Hoover Commission"); Compensatory Education Commission and Commission on Manpower, Automation and Technology.

In making the presentation, Senator Short said that all those lawmakers, both state and national, were proud of the outstanding record of progressive unionism as represented by Operating Engineers Local Union No. 3 and "we are not unaware that this enviable record of state and national leadership has been accomplished under your guidance."

Senator Short pointed out that "those of us in the business of making laws that are equitable and just for all of our citizens must lean heavily on the expertise of both labor and business statesman and your reputation (Clem's) and ability for addressing yourself, without bias and with dedication, to both the problems and progress of California and the nation's construction industry is well known and well respected."

Rancho Murietta is the 3,320-acre residential and recreational development planned by the Pension Trust Fund of Local No. 3, International Union of Operating Engineers, AFL-CIO which will include an equipment operator's school to upgrade the skills of

See SENATE page 16

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.
120 Montgomery Street
San Francisco, Calif., 94104
Phone: Area Code 415
392-1032. Ask for: Mike Sakkinen or one of his Assistants handling the Operating Engineers election.

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Win Top Package In AGC Sessions

By KEN ERWIN

International Vice President and Business Manager, Al Clem, of Local Union No. 3, International Union of Operating Engineers, AFL-CIO announced today that members of his union had overwhelmingly ratified a new three-year contract with the Associated General Contractors in Utah that would bring a 48.1% increase in wages and fringe benefits.

"We believe this is the best three-year contract ever negotiated in the heavy construction industry," said Clem, "and are very proud not only of the efforts of our negotiating team, but of the cooperative and forward looking employers in the State of Utah who are leaders in helping provide a healthy economic environment for the working man in an area where right-to-work laws have provided a climate of divisiveness and often unfair competition for that contractor willing to pay his workers a just wage." Clem pointed out that far from being inflationary, the new wage package for the construction worker only brought that area close to par with agreements in other sections of Local 3's jurisdiction. "We believe the future growth of the West in general and Utah in particular must rest on the broad economic base of just wages and equitable and safe working conditions and since the construction industry is this nation's bellweather for social and economic progress, the construction worker's productivity and well-being is essential to growth."

Broken down to median percentages the gains in Utah included 40.1% in wages, 103% in fringes and an 11% increase in subsistence as well as one additional holiday—July 4th.

Less spectacular on the surface, but vital to membership, were the improvements made in many of the administrative clauses which included strengthening the apprenticeship training agreements.

Clem praised the efforts of the union negotiating committee which besides himself included union President Paul Edgecombe, Vice President Dale Marr and the District Representative in Utah Aster Whitaker. "Besides the fine effort on the part of the front-line team, the business agents and dedicated rank-and-file gave us outstanding support," said the union leader.

Some 15 meetings were held between the union and the contractors before a final agreement was hammered out and early in

ELECTION MATERIAL

Official information governing the upcoming election of officers of Operating Engineers Local Union No. 3 may be found on page 3 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.

the tough and difficult negotiations a special meeting was called at which union leadership recommended against accepting an initial offer of the association.

Rank-and-file members ratified the agreement at meetings held last week in Salt Lake City (8/6), Provo (8/7) and Ogden (8/8).

A detailed breakdown of wages and fringes includes:

WAGE AND FRINGE INCREASE

Group	Wage Increase Per Hour 7/6/69	Additional Wage Increase Per Hour 12/28/69	Total Wage Increase Per Day 12/28/69	Total Wage Increase Per Day 1/2/72	Total Fringe Increase Per Day 1/2/72	Total Increase Per Day Wages & Fringes 1/2/72
1	23¢	23¢	\$ 3.68	\$13.28	\$ 6.40	\$19.68
2	24¢	24¢	3.84	13.92	6.40	20.32
3	25¢	25¢	4.00	14.40	6.40	20.80
4	26¢	26¢	4.16	14.88	6.40	21.28
4A	30¢	26¢	4.48	15.68	6.40	22.08
5	26¢	26¢	4.16	15.04	6.40	21.44
6	28¢	28¢	4.48	16.00	6.40	22.40
7	28¢	28¢	4.48	16.32	6.40	22.72
7A	28¢	33¢	4.88	17.12	6.40	23.52
8	30¢	30¢	4.80	17.28	6.40	23.68
8A	30¢	35¢	5.20	17.68	6.40	24.08
9	30¢	30¢	4.80	17.28	6.40	23.68
10	31¢	31¢	4.96	17.76	6.40	24.16
11	32¢	32¢	5.12	18.56	6.40	24.96
11A	36¢	36¢	5.76	20.64	6.40	27.04
11B	37¢	37¢	5.92	21.44	6.40	27.84

On any job, location or project located more than fifty (50) miles from the permanent yard of the Individual Employer, Operating Engineers employed by an Individual Employer who is regularly engaged in the business of renting cranes, truck cranes, hoisting equipment, grad-alls, truck mounted pavement breakers, or truck mounted earth augers, on a fully operated basis, shall receive in addition to their regular and overtime wages a daily subsistence allowance in the amount of TEN DOLLARS (\$10.00) per day. The old rate was NINE DOLLARS (\$9.00) per day.

See NEW UTAH AGC PACT page 14



Collectively Speaking with Al Clem

The month of July has been an extremely busy one, and in reviewing the activities, it is rather difficult to make a comprehensive report regarding the numerous achievements we were able to accomplish.

The most outstanding one, however, was the consummation of the Utah AGC Agreement. At the outset, I would like to take this opportunity to thank the membership in the State of Utah for the excellent manner in which they supported the negotiating committee, particularly those where it was decided that a limited work stoppage must be brought about to further the negotiations. There were over 15 meetings held before we were able to finalize an agreement which we thought we could recommend to the membership. We had one (1) special called meeting where the negotiating committee made a progress report and where it was necessary to recommend against the acceptance of the Employers initial offer.

The negotiating committee of Utah consisted of myself, Paul Edgecombe, President; Dale Marr, Vice President; Aster Whitaker, District Representative in Utah, and assisted by the Business Agents in the State of Utah. We were backed up by the staff in the San Francisco Office who over the years have worked so diligently in preparing the contracts in a proper manner for presentation to the Employers.

Being that the State of Utah is a right-to-work state, at this date we have some contractors we have not been fully able to organize and it was extremely difficult to arrive at an agreement whereby the progressive minded contractors can stay in business without making all the work available to those contractors who would like to live in the dark ages.

I can truthfully say without reservation or fear of contradiction that the wage package negotiated in the State of Utah is one of the best wage packages negotiated in the United States by any engineers union.

We were able to correct many inequities which existed in the pay scale in the various classifications. While we were not able to achieve parity with Nevada and California at this negotiation session, we were able to close the gap considerably. We were fortunate in that the negotiating committee representing the contractors in the State of Utah were men of integrity and while they are like all Employers, they were anxious to drive the best bargain they could for themselves. They were broad-minded enough to consider the inequities that existed and in the interest of upgrading their labor pool, they were willing to correct same.

In addition to the very substantial increase in wages in all classifications and the money package allocated to the fringe benefits, which are shown in the other parts of this issue, we were successful in improving the administrative clauses immeasurably. For example, the subsistence lines were defined more accurately and in keeping with the theme of the times where it is recognized by all people in the construction industry as well as government agencies; the apprenticeship clause was vastly improved, so we feel confident that in the future there will be an opportunity for the younger people in the State of Utah to become associated with the labor pool and secure sufficient training in order to earn a decent living for themselves and their families.

As we have reported to you before, I serve on several committees dealing with jurisdictional problems. These committees are headed up by Executive Vice President, Richard Nolan, and Frank Hanley, Assistant to the General President, and of course, under the guidance of Hunter Wharton, General President, who is one of the most knowledgeable men regarding jurisdictional problems in the labor movement. Numerous Vice Presidents of the International also serve on the committee, namely Russ Conlon, Business Manager of Local 302 in Seattle, Washington; Tom McGuire, President and Business Manager of Local 15, New York; and Dale Burchett, Business Manager of Local 49 in Minneapolis, Minnesota. As many of you Brothers know, the jurisdictional problem is one of the most serious problems that confront the Engineers today. We all know that the construction work is becoming more and more mechanized and as some of the other crafts lose membership due to this mechanization technique, they are constantly trying to grab work which rightfully belongs to the Operating Engineer. Over the years many of the great majority of you have worked with your officers as a team in reporting these violations of the jurisdictional lines of our Union, and we are at this time asking you to put forth a little extra effort to keep your agents informed of such violations. Only by doing this can we hope to preserve the job opportunities for the members of our Union. With the high cost of living, each day that one of our members loses work because someone else is performing work that rightfully belongs to an Operating Engineer poses a hardship on the Brother Engineer and his family as well.

I am convinced that in the many years of working with you that this is one subject that we are all in accord with.

See MORE CLEM page 14

In Our Mail

Dear Sir:

I am taking this opportunity to write to you regarding my Disability Pension and Health & Welfare benefits for myself and my wife.

I have been a member of Operating Engineers for 22 years and there certainly have been some great improvements since 1960.

I have been disabled since 1964 and I am receiving my Disability Pension, which I deeply appreciate, thanks to you and all of the Operating Engineers who helped build the Pension Plan and the Health and Welfare Fund for retirees. We think it is the greatest. Without it we couldn't survive. In other words, we would be "up a creek without a paddle."

Thanks again.

Sincerely yours,

Mr. and Mrs. John Gaither

Dear Sir:

Just a line to say I am enjoying my retirement and the fine pension that Local #3 provides. You and the other officers of this Union have my thanks and gratitude for both the Pension and the Health and Welfare Plan that goes with it.

My time in construction went back to 1922 and it was a problem getting it straightened out. District Representative, Gail Bishop, and the Reno Office helped me a lot with this.

I hope to see you on your next trip to Nevada.

Sincerely,

Charles "Red" Melendy

Dear Sir:

I would like to take this opportunity to express my appreciation of the management and bargaining of our Health and Welfare Plan. It has meant a great deal to me during the past seven years. I have had major surgery twice and a long hospitalization period without surgery. All these matters were taken care of by our Health and Welfare Plan. I became disabled September 4, 1968, and am now on my Health and Welfare pension. This is supplemented by Social Security which makes it possible to meet my financial obligations.

I would like to say thank you again for the excellent management of this program.

Sincerely,

H. B. Webb

"Pappy" Webb

P.S. I would also like to extend many thanks to Walt Talbot who has always been available for advice and efficient services.

Dear Sir:

Having been stricken with emphysema a few years back and having had to retire, I don't know how we would have gotten by without the Health and Welfare and the Pension plans. When I became a member they weren't thought of.

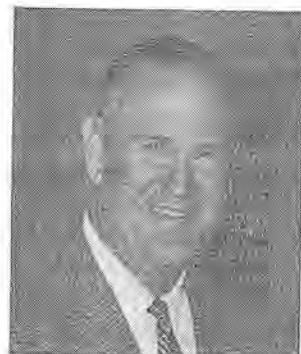
I want to thank you for all this and for your untiring efforts in furthering the welfare and betterment of all members of Local No. 3.

Sincerely yours,
Jack S. Beckwith

ENGINEERS NEWS

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On The Safety Side



By DALE MARR

VICE PRESIDENT & DIRECTOR OF SAFETY

Two hundred lives will be saved annually and 3,900 accidents avoided if a multi-million dollar program designed to eliminate trouble spots from California State highways proves as successful as traffic engineers and computers predict.

Within the next 12 months the Department of Public Works will spend an excess of \$24 million on safety improvements on highways now open to traffic.

The projected savings in lives and accidents are based on experience gained from similar programs conducted during the past three years. During that period, approximately 2,000 projects were completed.

Recent one year "before and after" studies on a 221-project cross section reveal total accidents at those locations were reduced 22.8 percent; fatal accidents (one or more persons killed) 52.8 percent; fatalities 61.7 percent; accidents involving injuries 24.6 percent; and property damage only accidents 20.9 percent.

In preparation for the coming program, a computer was used to identify exact locations with abnormal accident records. Traffic engineers then visited each site and determined the physical causes and corrective actions to be taken.

Although modifications take many forms, all are intended to achieve the same purpose—to make the thoroughfare more compatible to the driver.

The more common include: (1) easing or eliminating curves, (2) construction of left turn storage lanes, (3) grooving pavement to increase skid resistance, (4) installation of traffic signals or highway lighting, (5) installation or modernizing of median barriers and guard rail, (6) widening narrow bridges and short highway sections, (7) removal or repositioning to less vulnerable locations such fixed objects as sign posts, light standards, and drainage structures, and (8) installation of breakaway bases on sign posts and light standards located on the right of way.

The increased emphasis on this type of State highway safety in California is reflected in the amounts earmarked for the program. It was funded with \$6,739,000 in the 1965-66 fiscal year, \$10,214,000 in 66-67, \$17,741,000 in 67-68 and approximately \$22,264,000 in the current fiscal period that ends June 30. All funds were derived from highway user taxes.

With each increase in financing, the annual fatality rate on California highways has decreased although the national rate has gone the other direction.

The 1965 California State highway fatality rate was 4.79 deaths per 100-million vehicle miles of travel—a year in which these highways carried 45.9-billion traveled miles. This fatality rate was reduced to 4.47 in 1966 when 49.1-billion miles were traveled, to 4.36 in 1967 when 51-billion miles were traveled, and last year to the lowest rate in modern times—4.05—when travel on the system reached 53.9-billion miles.

Dear Sir:

I'm not much of a "smoke-blower" but I do believe in giving credit where credit is due.

My wife Avis has undergone four serious and expensive operations during the past five months. The surgeon who performed the operations told me that during his 28 years of experience he has never seen a union insurance plan pay their bills as promptly as our Local 3 plan has.

I want to thank you and all of the officers who helped to set up our health and welfare plan. I also would like to thank all of the members of Local 3 and the Madison Sand and Gravel drivers who donated blood.

Sincerely yours,

Harry L. Syar

Fairfield, California

ENGINEERS NEWS

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AL CLEM.....International Vice President
Business Manager and Editor
PAUL EDGECOMBE.....President
DALE MARR.....Vice-President
T. J. STAPLETON....Recording-Corresponding Secretary
A. J. HOPE.....Financial Secretary
DON KINCHLOE.....Treasurer
KEN ERWIN.....Managing Editor

Election Committee Okays Ballots

OFFICIAL BALLOT

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, 1969 — 10:00 A.M.

BUSINESS MANAGER	(Vote For One)
AL CLEM	(Incumbent) <input type="checkbox"/>
B. B. GILBERT	(Dozer Oper.) <input type="checkbox"/>
ROSCOE FORNIE POUNDS	(Tractor Oper.) <input type="checkbox"/>
PRESIDENT	
PAUL EDGECOMBE	(Incumbent) (Unopposed)
VICE PRESIDENT (Vote For One)	
DALE MARR	(Incumbent) <input type="checkbox"/>
JOHN DEVINE	(Crane Oper.) <input type="checkbox"/>
RECORDING-CORRESPONDING SECRETARY	
T. J. 'Tom' STAPLETON	(Incumbent) (Unopposed)
FINANCIAL SECRETARY	
A. J. 'Buck' HOPE	(Incumbent) (Unopposed)
TREASURER	
DON R. KINCHLOE	(Incumbent) (Unopposed)
TRUSTEES (Vote For Three)	
HAROLD J. LEWIS	(Incumbent) <input type="checkbox"/>
I. J. NEELEY	(Incumbent) <input type="checkbox"/>
F. O. 'Fran' WALKER	(Incumbent) <input type="checkbox"/>
IRA N. JONES	(Crane Oper.) <input type="checkbox"/>
AUDITORS	
HAROLD HUSTON	(Incumbent) (Unopposed)
BILL RANEY	(Incumbent) (Unopposed)
WALTER M. TALBOT	(Incumbent) (Unopposed)
CONDUCTOR	
GAIL BISHOP	(Incumbent) (Unopposed)
GUARD	
NORRIS A. CASEY	(Incumbent) (Unopposed)

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.

SPECIAL NOTICE

In a white envelope marked "OFFICIAL BALLOT," you will receive your ballot envelope, business reply envelope and ballots, one for election of Officers of the Local Union, and one for District Executive Board Member. Watch for the envelope. When you receive your Official Ballot envelope, open it, mark the ballot or ballots and enclose them in the ballot envelope. 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 ballot 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.

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didate'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 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 Accountant 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

OFFICIAL BALLOT

for
Election of District Executive Board Members
District No. 1

August — 1969

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, 1969 — 10:00 A.M.

Vote for One	
GUY BASIL SLACK	(Incumbent) <input type="checkbox"/>
D. A. 'Don' CAMARRA	(Heavy Duty Repairman) <input type="checkbox"/>
ED DAVIS	(Dozer Oper.) <input type="checkbox"/>

NOTE:

(Ballots for each District 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. 2	
TED N. MASON	(Incumbent) <input type="checkbox"/>
SAMUEL LEON 'Sam' NETTLES	(Crane Oper.) <input type="checkbox"/>

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) <input type="checkbox"/>
GERALD P. DAVERN	(Backhoe Oper.) <input type="checkbox"/>

District No. 7	
JOE AMES	(Incumbent) (Unopposed)

District No. 8	
JOHNNIE LEE HINOTE	(Incumbent) (Unopposed)

District No. 9	
AL P. PERRY	(Incumbent) (Unopposed)

District No. 10	
GARTH A. PATTERSON	(Incumbent) (Unopposed)

District No. 11	
DANIEL R. ELLIS	(Incumbent) (Unopposed)

District No. 12	
GEORGE R. FARRELL	(Incumbent) (Unopposed)

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.

Official Union Notice Of Upcoming Election

June 16, 1969

Dear Sir and Brother:

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 38 through 43, 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 elec-

tion, 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 can-

Most Have High Praise For Union's Progress

Vallejo, California 94590.
2446 Tennessee Street.
July 21, 1969.

Mr. Al Clem, International Vice President,
Business Manager and Editor.

Operating Engineers Local No. 3
474 Valencia St.
San Francisco, California 94103.

Dear Al:

I want to take this opportunity to express my thanks and sincere appreciation for the Pre-Retirement Death Benefit, that I receive from our Union, since the demise of my husband Edwin C. Johnson.

I know that many widows share my view in this matter, and if it hadn't been for the tireless efforts of yourself and the Officers of our Union this would not be possible, and without the pension I would have been lost completely, for without the pension to sustain and keep the roof over my head and enable me to live each month I really don't know quite how I would have managed.

There are not enough words to really express my deep gratitude to you and all the Officers of our Union that have worked so diligently to make this possible.

So many of the younger members forget that there are so many needs that, they themselves will need to benefit by in the coming years and their families too. So with this thought in mind we should all be grateful for the progress and appreciate what our Officers and what Al Clem has done these many years to make all these benefits possible for all the members as well as their dependents.

When we count our blessings, don't forget that Our Union is our champion, and is always there to aid and abet us, in our work and always in time of need, and when the chips are down you can always talk it over with Local No. 3 and they are always ready and willing to be of help, and there's one thing for sure they do care, and are willing to share our problems.

In closing may I say God bless you all and again thank you for the pension and all the benefits we have been privileged to share through the Union all these years.

With sincere appreciation,
Sincerely yours,
Mrs. Ed Johnson
(Jean)

P. O. Box 175, Stockton, California
May 26, 1969

Dear Sir:

First let me express my appreciation to the officers and members who have done so much for us old timers that are no longer able to work.

In the past two years I have been in the hospital twice for operations and everyone knows that Medicare does not pay all. I was astonished and very grateful to learn that Local 3 Health and Welfare pays so much of the remaining bill.

About a year ago I received a nice letter from our business manager saying that the officers would like to see more of us old timers at the monthly meetings. I am sure most of us would like to attend, but it is not always easy. A lot of us are somewhat like the young fellow who told the old girl who was waving her umbrella at him—the reason he was not out in Asia fighting was the same reason she was not a topless waitress—physical disability.

In my mind, the apprentice training program is of equal importance to any of the good and forward steps that our Local has taken. And to think, 95% of this has occurred in the past eight or nine years. So much that we talked about years ago but few of us ever expected to see become a reality in our time, yet here it is!

When I started in construction back in 1918, most all of the small dirt moving jobs were done by horses, mules, slips, fresnos and men. Today an engineer with a 6-yard front end loader will do as much in eight hours as we, 20 teams and 25 men, would do in six 10-hour shifts. Ah yes, the world is being moved and from the Engineers' side, it is all for the good. Again, thanks.

Les Bauguess
Register #369531

Dear Sir:

Having been a member of Operating Engineers Local No. 3 since the merger in 1939, and retired for the past six years, it is with pride and wonder that I look back and realize how far our union has come since its beginning.

The violence of early years is gone, we now have able business agents who run interference and the members work in peace and with dignity, enjoying good working conditions, good wages, plus freedom from excessive medical bills.

Under your leadership the health and welfare program came into being, and for this I want to thank you. The retirement program not only adds dollars to my income, but also gives me the feeling that someone down here cares.

Fraternally yours,

C. H. Dunsing
Ukiah

Dear Sir:

Just a few words to let you know how very much I appreciate the pension check I received lately. I wish to thank you and the other officers of Local 3 for making it possible for me to receive this pension.

I also wish to thank you for the gold lifetime membership card presented to me at the July 12th semi-annual meeting.

It has been a sincere pleasure being a member of Operating Engineers since the year 1928. I will always uphold your administration for better conditions in all respects.

Thanks again from the bottom of my heart.

Fraternally and sincerely,

Fred Jensen
San Rafael

Dear Sir:

I have been a member of Local 3 since 1930 and have seen many changes in the way the union has operated. I feel this local union has risen to be a great local, one to be proud of.

I hope the rest of the members will keep the men responsible for the fine condition the union is in by electing Al Clem, Business Manager. He is responsible for the fine pension and all of the other benefits we are enjoying, as are all of the other officers who now serve us so well. Respectfully,

Charles A. Schroff

Dear Sir:

I thank all the people who have worked so faithfully in making our local No. 3 what it is today, and for the fringe benefits.

I am receiving my pension check and each month it arrives promptly.

I financed my trailer with the Credit Union and was well satisfied.

My sincere thanks.

George T. Hardwick

Dear Sir:

I would like to express my appreciation for the many favors received from you and the union you so aptly represent.

After forty-six years in construction it is very nice now that I am retired to enjoy the many things a person dreams about while young.

We have had many fine fishing trips and traveling experiences around the country in our travel trailer, all made possible by your pension plan.

Again, thanks to you.

Sincerely,
Lew Peck
Fallon, Nevada

Dear Sir:

Thank you for thinking of us Pensioners. I understand we will soon receive another raise in Pension—just what we need with the high cost of living.

It's such a comfort to know that we are not forgotten, that you are constantly thinking of us.

We are proud to say you are our Business Manager.

Sincerely, Irvin C. Kelley

Dear Sir:

I want to thank you for again increasing the pension.

As you are aware prices are rising all the time and with a fixed income any extra money a Pensioner receives it is greatly appreciated.

After years of working as an Operating Engineer we are fortunate to have a man of your caliber to keep the old-timers foremost in mind when negotiating increases in the Pension.

Again thanks,

Ray Black, Summit City, Cal.

Dear Sir:

I want to thank you and all of the members of Local No. 3 for the financial help we, my husband and I, received for my operation of March 26th of this year. It was a very anxious time, but the wonderful backing of our union was a real God-send.

Very Gratefully yours,
Low D. and Helen Shannon

Dear Sir:

I would like to express my appreciation to Mr. Clem and the officers of Operating Engineers Local Union No. 3 for all of the wonderful things they have accomplished and made possible for the Brother members of this union.

The Health and Welfare Plan and the Pension Plans are almost unbelievable to me when I think about the way it was for construction workers 20 or more years ago. Then, we had nothing and I can well remember running a Cat and only getting \$6.00 per day.

At that time we didn't work by the hour, but by the day. I remember in 1927 pulling an excavator with a Holt 75 for \$7.00 a day, then we finally got it up to \$1.00 per hour. We worked nine hours a day and got paid \$9.00. The Superintendents got \$10.00 a day and the Shifter Foreman got \$6.00. Today a Shifter Foreman gets over \$7.00 per hour.

I have worked for A. Teichert & Sons, Inc. for over 30 years and have watched Local 3 grow from nothing to the wonderful organization it has become under the watchful guidance of Mr. Al Clem and the present administration.

I would also like to say that I think the Credit Union is a very good thing, and I feel that transferring our vacation pay helps most of us to save and to accumulate a nice nest egg that we otherwise would not have.

Sincerely yours,
Jack Brady

Dear Sir:

At this time I would like to send to all of you my thanks and appreciation for all of the benefits that I have received by being associated with Local 3. Over the years it has assured me of a fair wage for my labors.

I have never considered paying dues as a penalty or as an assessment but as a privilege—in other words, as an insurance that I would be paid. I think that almost every shift that I ever worked I made enough extra money to pay my dues for the month.

I also feel very privileged and honored to have served on our Executive Board from 1961 to 1966 and to have seen from the inside the long hours of hard work that was done by our officers and agents and others to gain some of the great benefits.

I am happy to have taken a part, however small, in the years of work when our officers and others were trying so hard to expand our fringe benefits, to upgrade our skills, to make the lives of our families better and happier, and to alleviate some of the hardships in times of distress and when we were too old to work anymore.

There are many cases of misfortune in our union and with the high costs of living and of medical care I am sure everyone will agree many would be hard-pressed to make ends meet. Little did I think at the time we were working so hard to expand our health and welfare and pension plans that at the age of 53 I would be one of them. But believe me brothers, it only takes a few short seconds and the skip of a few heart beats for this to happen and no one knows this better than I do.

I am sure that the millions of dollars that have been paid by our health and welfare and pension plans have brought untold relief to those who have received it at a time when they needed it most. To those men and women who help to bring forth these great programs, both union and employers, and to this great country in which we live, we owe them our loyalty and thanks, our help and our gratitude.

Sincerely yours,

Earl F. Horn
Eureka

Dear Sir:

I just want to let you and the members of Local No. 3 of the Operating Engineers who might be interested in the future and also in the past, know what I feel about what the union has done for me in the past 27 years as a member, and the past four years as a retired Engineer of Local No. 3.

I was in a terrible car accident on August 22, 1964 and was hurt very badly, stayed a long time in the hospital and I am still under Medical Care. It looks as though I will be under Medical Care for a long time to come.

If it hadn't been for the Operating Engineers Health and Welfare Trust Funds and Pension Trust Funds which paid a very large hospital and doctor bill I don't know what I would have done. The Pension Trust Fund is paying a pension to me at the present time.

Because of Local 3's constitutional officers, and Business Manager Mr. Al Clem have made Local 3 great and in time to come it will be even greater.

Sincerely yours,
Coy F. Sanders
Stockton

Dear Sir:

I have been receiving my pension from Local 3 since April, 1960 and want you and the other officers to know how rewarding it has been. I think that our pension plan is coming along real well and getting better all the time. I wish to thank you and all of the officers for making it possible for me to enjoy my retirement these past years.

I do wish to mention also the very good health and welfare for pensioners and I know this comes from many hours of hard negotiations to further all these benefits for the members. I express my appreciation to you and to the Board of Trustees as well.

Again, thank you kindly.

Fraternally and sincerely,

Fred Webster
San Geronimo, California

P.S. I'm still kicking, but not raising much dust!

More Kind Words!

Dear Sir:

After the cessation of World War II my wife and I decided to cast our lot in Northern California. About the end of 1945 and with the blessing of Mr. Fitzgerald, I transferred from Local 12 into Local Union No. 3. I consider this to be one of the best moves I have ever made.

My first job in Local Union No. 3 was at the Fairfield-Suisun Airport. When I came into Local 3, I entered a completely different atmosphere, as the Brothers and the supervision of the union were much more congenial. I found that in Local 3 a member had much more protection on the job and received more consideration from the Business Representatives.

The union at this time was in a bit of a turmoil, but these differences were straightened out very quickly, and under the new Constitution each member had complete rights and a personal say in the management of his union.

Later, a Health and Welfare Plan was adopted, which was unheard of in unions at that time, and then a Pension Plan. This Pension Plan differed greatly from those of other unions. Our Pension Plan is guaranteed for life. This pension is one of the greatest things that has ever happened to the working man, and it has only happened in Local No. 3.

I often hear some of the younger Brothers complain about conditions in the union. This is to be expected, but if they were to read the Constitution they would find that they have about the only democratic union on the West Coast. Any man who has been a member of the union for one year, Oiler, Operator or stake puncher, is entitled to run for any office that he chooses. The balloting is completely secret and is handled by a Government authorized organization. The union is a democratic organization.

I have watched the wages come from 87½ cents per hour to over \$6.00 an hour over a period of 31 years. My last job for Local No. 3 was running a generator for Inland Steel on the John F. Kennedy School in Sacramento.

When I retired two years ago, I was treated with the utmost courtesy by the girls in the office and by the supervisory personnel of the union. Mr. Al Clem, Paul Edgecombe, Tom Stapleton and the women at the Pension Trust Fund all did their very best.

The girls at the Trust Fund forfeited their lunch period to assist me in my retirement. Unbeknownst to me, they computed my pension to where I received approximately nine months back payment. To my knowledge I had no back pay coming and without the assistance and the efficiency of the Union I would have lost approximately \$1,500 in back pension payments. To me this is ample proof of the efficiency of the union under the present management.

I will never regret the day that I transferred to this organization. To the members who are dissatisfied, I suggest that they transfer to a different local, for in my opinion Operating Engineers Local No. 3 is at the top of the list.

Sincerely yours,
R. K. Froh

Dear Sir:

I would like to inform the union as to the effectiveness of its training camp in Sacramento.

Although I have only participated in the training for about three weeks, I feel that it has been beneficial in adding to the strength of the union.

While in training under instructors Grady, Mel, Windy and Angelo, I have developed a competitive skill in the operation of more than one of the machines available in addition to learning the practical operation of the machines. Classroom study enabled the trainees to acquire a knowledge of basic mathematical problems often found in the construction industry.

The classroom time together with the time given to actual supervised operation have almost fully completed my understanding and skillful operation of the scraper.

In conclusion, I would just like to say that the people responsible for the operation of the training camp should be commended, not only for their efforts to help the trainees, but also for the efficient progress in completing the camp's basic construction.

Sincerely yours,
Sal Perez

Dear Sir:

I am now enjoying my retirement with the help of my union pension and benefits. I started operating steam shovels in 1921 and have belonged to Local No. 3 for the past 29 years. I have seen lots of changes in the union, both in personnel and conditions. The first shovel operators' union wages in this area were \$1.25 an hour.

There were only a few hundred in the union when I joined in 1940. I was the first to join from this location and sent my money down to San Francisco when I heard there was a union for operating engineers. This compares with the approximately 33,000 now in the union. Our benefits have increased along with the membership.

The first pensions were \$60 a month and the top is now \$225. The union pension has steadily increased while Social Security is at a standstill. It is a very good feeling to know that promptly on the first of each month the mail man will deliver my union pension check. This is a tribute to the business management of our union and the skill of our negotiators.

I have enjoyed and am proud to be a member of the Operating Engineers and of our union's growth and success.

Sincerely,
Roy O. Stevens
Eureka

Starvation, Water Hollow

Spreads Move Well Ahead

By ASTER WHITAKER, JAY NEELEY, TOM BILLS, WAYNE LASSITER, DEL HOYT and KAY LEISHMAN

Construction on the Knight Diversion Dam, the Starvation Feeder Conduit, and the Water Hollow Access Road and Currant Creek Road improvements was completed during the past year. Construction on the Starvation Dam is approximately eighty percent complete. The relocation of Highway 40 over an arm of Starvation Reservoir is nearing completion. Drilling of the Water Hollow Tunnel of the Strawberry complex began during the past year and is now about thirty percent complete.

Congress authorized a construction program of \$11.440 million for the fiscal year 1969. It now appears that the actual construction work that will be completed by the end of the fiscal year 1969 will completely exhaust all available funds. The Bonneville unit construction program now under way includes work on the Starvation Dam, the relocation of U. S. Highway 40, and the Water Hollow Tunnel. The Bottle Hollow Dam is to be constructed near historic Fort Duchesne. The features are being constructed as a recreational reservoir for the Ute Indian Tribe to mitigate fishing losses suffered by the Indian Tribe on Rock Creek and Duchesne River as a result of the Transmountain diversion in the Bonneville Unit. This part of the Bonneville Unit will be constructed as a non-reimbursable feature.

A pre-job conference was held May 26th with Strong Company regarding the Ferron Creek Dam. There has been a lot of interest from the Brothers concerning this job and according to information we have at this time there will not be many jobs for Operating Engineers this year. It will take the best part of the year to put in the slurry cutoff and they will not get in to the dirt moving until the spring of 1970.

L. A. Young & Sons Company got an early start on their resurfacing job in Washington County. They called back twelve Brothers that had worked for them previously. Brother Hal Memmott is job steward and Wayne B. Burr is Project Superintendent.

L. A. Young and Sons Company was low bidder at \$540,951 for building 3.09 miles of connections with I-15 at north and south Cedar City.

Low Bidder on 6.65 miles of I-70 from Whitehouse to Cisco, Grand County, was W. W. Clyde Company, Springville, at \$2,904,182.

Nevada Rock & Sand Company is busy on their Cedar Summit job which is about 75 percent completed. Allied Paving Company is the sub-contractor on the oil and they should finish in a couple of weeks.

Morrison - Knudsen Company has completed their job on I-70 at Green River. This has been a good job for the Brothers with very little lost time. Morrison-Knudsen will be moving soon to the Parleys Canyon job.

According to James Deaton, District Four Engineer from Price, the State Highway Department has a 17-million-dollar program for I-70 starting the first six months of fiscal year 1970. The money is earmarked for three oil and surfacing jobs on I-70 between Green River and Fremont Junction. They will advertise for bids after July 1969. He also stated that the State plans to have

drop-cut was trucked up to the 5540 level, east side, and dumped traffic on this section by December 1970.

The skyline in and around Salt Lake City will soon have a different appearance. Finishing touches are now being made on the \$19 million Salt Palace, Salt Lake's new civic auditorium. Construction will begin this summer on what will be Utah's highest building — the 25-story administration building for the Church of Jesus Christ of Latter-day Saints. Bids will be opened July 16th for construction of this structure. Several blocks away, the J. C. Penney, 15-story, \$14 million building will go up. Demolition work has already started on the old Darling Building to make way for the new Penney building. A twenty-story office building will be a portion of Z. C. M. I.'s huge building program, which will also include a new Z.C.M.I. Department Store plus a giant mall in the downtown area. A \$5 million data processing building for Mountain States Telephone and Telegraph is also part of the Salt Lake City construction boom.

At the University of Utah a multi-million dollar construction program is under way—a Fine Arts Building costing just under \$4 million, a Behavioral Science building and a \$2.8 million Mines and Minerals Science Building.

Another fair-size job is the \$4,054,000 Cottonwood High School in Salt Lake County.

For 25,000 years the Great Salt Lake has laid dormant, used only by the mosquitos and brine shrimp. Recent research and development has shown that the water has significant amounts of valuable chemicals. Now that the Lake's water has been proven to be of enormous value, the question of legal ownership has arisen. Whether it belongs to the United States Government or to the State of Utah. The deciding factor will be determined by proof of whether the Lake was, and still is, navigable. If it is proven to be a navigable body of water, the State of Utah will retain ownership. If not proven navigable, the Federal Government will be legal owner and will sell the Lake back to Utah.

As an interesting sidelight, testimony for the State was given by several oldtimers who stated that the Lake was used at one time to transport livestock and other goods between the islands on the lake and Promontory Point. In any event, this decision will have far-reaching affects on the future use of the Great Salt Lake and its valuable minerals.

Another interesting feature is the activity centering around Antelope Island. The northern end of this Island was recently designated as an official State Park. The road, recently constructed by L. A. Young at a cost of just under one million dollars, provides the only access that the public has to get an inside view of the Lake.

As Kennecott Copper Company's Bingham pit flares out in ever widening arcs, the bottom must be deepened systematically, too. This procedure has made the mine a marvel of symmetry and a classic example of open-cut mine engineering.

This year a new drop-cut has been completed, adding another 50 feet to the Utah mine's depth. The cut has been made by truck haulage operation — one electric shovel and three trucks—which began last November. The 100-foot-wide channel has been excavated on a three percent rail grade from the 5490 to the 5440

level (elevations above sea level), and encircle an island of ore. The 1,300,000 tons of ore from the over the bank to the 5490 level, from where it was reloaded into rail cars by a 10-cubic-yard front-end loader. Rail will be laid down the channel and around the island. The rail operation will expand from the island, leaving that material to be removed by truck or train at a later date.

The last previous drop-cut was a 150-foot 5-million-ton excavation contracted to Morrison-Knudsen Company in 1960.

New Rules By UIAB

The Unemployment Insurance Appeals Board has issued another decision in its precedent setting series. The case concerns a female claimant who left her work with a telephone company in Sherman Oaks, California to join her husband in Tacoma, Washington.

Before leaving her job in California her employer offered her a "transfer" to another telephone company in the state of Washington which she refused.

The California employer contended that the claimant had voluntarily left her work without good cause because she refused the transfer to work with the Washington company. The Appeals Board first concluded that an offer of new work and not a transfer was involved.

It then held that the claimant's failure to accept the purported offer of work did not negate the good cause she had for leaving her employment.

The Board pointed out that although both the California telephone company and the Washington telephone company are members of the Bell System, they are separate corporations. He also noted that the claimant was found ineligible for benefits on other grounds.

Dear Sir:

I understand that I will get another raise in my pension and I want to take this time to write and thank you.

I know you want to do as much for the Union members who are still working at the trade as you can, but still you haven't forgotten those of us who have already retired. It's through your efforts that have improved our living conditions and we are ever so grateful.

You are the kind of Business Manager every local needs.

Thanks again.

Arthur Whitson

Dear Sir:

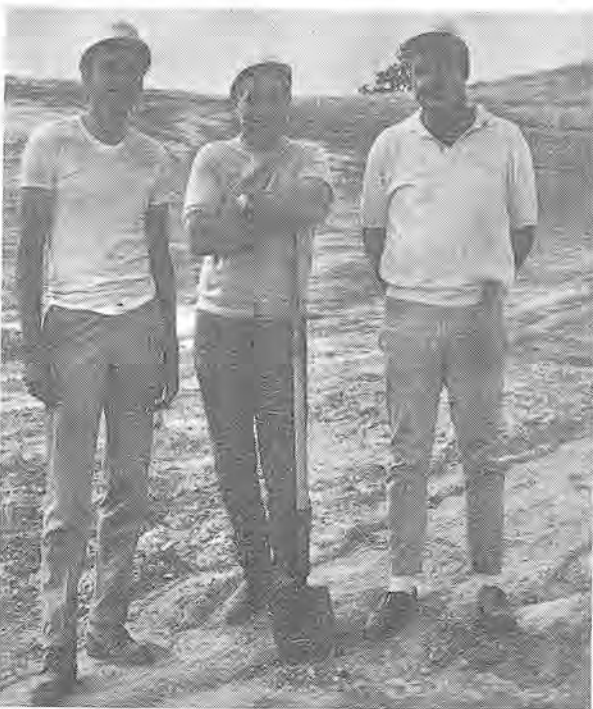
Just a short note to thank you for raising the pension again. With some of the problems an Operating Engineer has being on a pension it's very good news to find out about getting more money.

It's your efforts, trying to improve conditions for us, that's a big help and make us feel we are not forgotten.

You're the kind of Business Manager all local unions should have—we are lucky to have you for our Manager.

Fraternally,
W. N. Ellison

Work Boom Continues In Oakland Area



IT TAKES REAL BIG-G-G-G MEN to keep the heavy construction equipment of this nation on the move and recently in Contra Costa County, California, they proved they're as big on heart as they are on ability. Members of Operating Engineers Local Union No. 3 joined in a weekend of volunteer work to prepare a site for the We Care Day Center in

Concord, California. In the top photo Brother Don Luba is busy moving dirt on the new site. Photo 2 (at left) Bob Mayfield, Norris Casey and Tom Carter rest on their laurels. Photo 3 (at right) Brothers Dale Fournier, Doug and Tom Davis handle the surveying chores and the bottom picture is an overall shot of the equipment.

Weekend Warriors

Aide Cerebral Palsy Center

By NORRIS CASEY
DISTRICT REP. & GUARD

The handicapped children of Contra Costa County were given helping hands by the construction industry recently when a group of volunteers prepared a site for the We Care Day Treatment Center in Concord. Operating Engineers, using equipment loaned by local contractors readied the land for the foundation of the Center's buildings in their spare time on Saturday and Sunday, June 21 and 22nd.

The Contra Costa Cerebral Palsy Society has been using a church for their Center, a school for pre-school aged multi-handicapped children, as public funds for housing the program are not available. The children's alternative would be to live in the Sonoma State Hospital.

When its need for a permanent building was known, Dorothy and Joseph Chaves donated ten acres of land to the Society and the U. S. Navy donated four buildings, former housing projects, to be placed on the land. The Society asked District Representative Norris Casey of Oakland if he could sanction and assist the project of preparing the land for foundation. Brother Casey complied immediately. He has been active with the Cerebral Palsy Society, as his son Norris was affected by Cerebral Palsy.

Within a week Casey and Oakland Business Representatives Don Luba, Bob Mayfield and Tom Carter had organized the necessary equipment, loaned by Gallagher & Burke (46A Dozer, Finish Blade and low bed truck for hauling the equipment), Martin Brothers (two C-Pulls), Independent Construction (14A Dozer and Wagner Compactor), and Eugene Alves Construction (grease truck and water truck plus the fuel and grease). The entire project was sanctioned by the Contra Costa County Building Trades Council.

Crews consisted of Brothers "Duke" Brookshire, Ken Crisp, Bud Graham, John Hartman, Ralph Hillhouse, Allen Kelly, Curly Mullenau (foreman), Bob Paulson and Harry Reeves with his truck of tools. District Representative Norris Casey, Dispatcher Ernie Louis and Business Representatives Don Luba, Bob Mayfield and Tom Carter also manned the equipment.

The job was done over the weekend, also with the surveying assistance of Brothers Dale Fournier, Jerry Bagnani, Doug Davis and son Tom of the Dale Fournier Surveying Firm, and equipment was returned to the contractors Sunday evening with the help of a police escort from Concord.

By TOM CARTER

West Contra Costa County

BART's design committee recently approved the preliminary drawings for a subterranean southern station located at Ashby and Adeline in Berkeley.

This design, showing a station below Berkeley's Adeline Street and landscaping and parking spread over a gently sloping "open pit" is considerably revised from its original design turned down by a taxpayer suit in 1967. It attempts to incorporate some of the features of the first by sloping grounds toward a below street station which is lined with bay windows.

Bids will be advertised in August for construction to start in November. Berkeley will have two other stations: the Civic Center station which is completed except for the interior finishing and the North Berkeley station that is under construction at this time.

The design committee also approved granite-chip terrazzo flooring instead of marble for these stations. The district engineer estimates the use of the cheaper material would enable them to complete the projects within the target budget.

Bechtel Corporation has started their refinery job at Union Oil in Rodeo. At the present time they are working on the underground and preliminary foundation work. Winton Jones Construction Company has a large crew of engineers doing the dirt work.

By JERRY ALLGOOD

Contra Costa Counties
Southern Alameda and Southern .

The State Department of Public Works has granted a \$3,489,435 contract to L. C. Smith Company

and Concar Ranch Enterprises, Inc., of San Mateo for Highway construction work on Interstate 580 between Tassajara Road and the Route 680 intersection.

The contract calls for converting 2.2 miles of four-lane expressway to an eight-lane freeway in that area. Two additional lanes will be added at the outside of each existing roadway, two parallel bridges will be built to span a drainage ditch, and an overpass will be constructed to carry the freeway over the Southern Pacific Railroad tracks.

The contractor has been allowed 250 working days in which to complete the project.

The Army Engineer District has awarded a \$3.5 million contract to Eugene Luhr and Company, West Sacramento, for channel improvement work for flood protection on the coastal plain portion of Alameda Creek near Fremont.

The job consists of construction of levees and stone bank protection work plus excavation of the stream's channel and construction of several bridges over it, including one for the Bay Area Rapid Transit District (BART) system. Some 2,160,000 cubic yards of excavation are involved in this portion of the flood control project. The total federal cost for the project — not including Livermore's Del Valle Dam—is \$22,000,000.

About 85 percent of the Army Engineers' part of the Alameda Creek project is completed, including the immense Del Valle Reservoir.

Five construction contracts totaling \$700,782 for work at the Lawrence Radiation Laboratory in Livermore were awarded in May and June by the Atomic Energy Commission's San Francisco Office. (See OAKLAND page 12)

June 26, 1969

Mr. Al Clem
Business Manager
Operating Engineers Local #3
474 Valencia Street
San Francisco, California

Dear Mr. Clem:

The Board of Directors of the Contra Costa Cerebral Palsy Society, the Staff, parents, and children of the We Care Day Treatment Center all wish to say "thank you." Last weekend a miracle took place, as the site of our buildings was expertly readied for the foundation. The men of Operating Engineers Local #3 were the ones who performed the miracle. We are most grateful.

Saturday, Curly Mullenau, of Gordon Ball Co., "ran the show" as foreman, and Bob Poulsen, Harry Reeves, and Bud Graham, from Alves Construction Co., kept the fuel and water trucks going, as well as taking their turns on the job. Ralph Hillhouse, from Gordon Ball Co., Duke Borokshire and Allen Kelly from Guy F. Atkinson Co., John Hartman from Seeno Construction Co., and Ken Cripp from Gallagher and Burk Construction Co., all worked with enthusiasm and drive.

On Sunday, some of these men came back to help finish the job after the final survey was completed. They were joined by Mr. Norris Casey, Mr. Don Luba, Mr. Bob Mayfield and Mr. Tom Carter, who donned their work clothes and operated the huge machinery, too. Mr. Ernie Louis forgot his gloves and went home with eight band-aids on his "dispatcher" hands! We also enjoyed meeting many of the men's wives and families who came out to watch the volunteer project to completion.

Of course, the good will of these wonderful men would have been wasted if Mr. Jack Gallagher of Gallagher and Burk Construction Co. hadn't offered his 46-A Dozer and motor grader, and transported them to the site, and Mr. Dave McCosker of Independent Construction Co. hadn't loaned a 14-A Dozer and DV-2 compactor for the weekend. Mr. Eugene Alves himself dropped by to watch as his mechanics, fuel and water trucks kept the job going Saturday and Sunday. Mr. H. Allacendrelli of Martin Brothers Construction Company had two rubber-tired scrapers delivered to the site, ready for use early Saturday morning.

When we needed an engineer to survey for the final grade, Mr. Dale Fournier and Mr. Berry Bagnani, who came up from San Mateo, answered our calls. They were assisted by Mr. Doug Davis and his son, Tom. The Operating Engineers went to work with the new stakes in place, and finished the job late that afternoon.

So, with the loaned equipment of the local contractors, and coordinated and manned by Operating Engineers Local #3, and sanctioned by the Contra Costa Building and Construction Trades Council, the first step of our building project has been completed.

Our sincere thanks to all who contributed.

Sincerely yours,
Mrs. Barbara J. Milliff
Director



wacky notes

By MIKE WOMACK



One of the largest professional engineering and land surveying firms in California has been formed by a merger of PMT Associates, Inc. of Sacramento and Haight & Weatherby, Inc. of San Andreas, under the corporate name of TEVCO, Inc.

The merger was announced recently by Timothy S. Train, President of PMT Associates, and Richard Haight, President of Haight & Weatherby. They said that the new firm will employ more than 200 persons and will provide engineering, land surveying, land planning, aerial surveys, architectural and computer services.

The corporate headquarters of TEVCO will be on Freeport Boulevard, directly across from Sacramento Executive Airport. William J. Schimandle has accepted the presidency of the new firm.

Schimandle, formerly manager of the space technology applications office at the California Institute of Technology's Jet Propulsion Laboratory, is a native Californian and a registered mechanical engineer. He has completed graduate work at New Mexico A & M, the University of Southern California and the Harvard Business School. He is a member of various engineering professional organizations and has chaired numerous committees in these societies and institutes.

Timothy Train will manage the Sacramento division of TEVCO operating as PMT Associates and the San Andreas division will con-

tinue to operate as Haight & Weatherby under the direction of Richard Haight.

The merger leaves each of the two companies relatively autonomous, Train said, but both will be owned and supervised managerially by TEVCO, Inc. Haight said that the move provides an opportunity for both companies to expand their fields of service and their marketing areas, and will provide more stability to the employees of both firms.

With future employment on the brighter side in the Mother Lode area we are running short of "good" party chiefs and instrument men who would like to live and work in the "boonies." Anyone interested should register at the Job Placement Centers in Stockton and Modesto.

Menlo Park Council Approves Storm Drain

A \$5 million storm drain project in the East Palo Alto and East Menlo Park area has been approved by the Menlo Park City Council. A resolution was adopted which will give the County extraterritorial jurisdiction to undertake the project.

The City and Council will jointly request Federal grants and loans and part of the costs will be financed through an assessment district.

A HUD grant will also be requested by the Council for an Olympic-sized swimming pool and community center in Kelly Park.

Humble Oil Spread Due Start

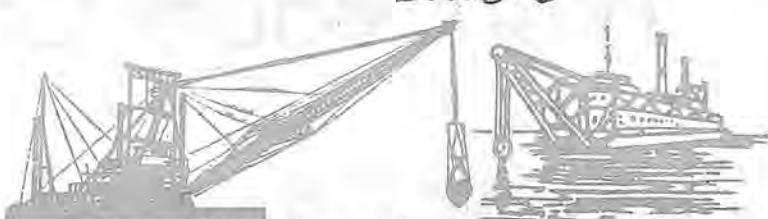
By AARON SMITH

The long awaited Humble Oil job will start in the very near future. We have a pre-job conference set for July 15, 1969 with Parsons Company, and have heard a lot of different cost prices on this job from twenty to fifty million.

Bids for two highway projects involving Napa and Solano County were called July 1, 1969 by the division of highways. One project concerns State Route 29 and 37 in Solano and Napa. Work consists of constructing two new northbound lanes on existing route 29 from .2 miles south of route 37 in Vallejo to .9 miles north of Solano-Napa County line to provide a four lane highway. Bids will be opened July 30, 1969 in Sacramento. The cost of this project is around seven hundred and fifty thousand.

Guy F. Atkinson got the traffic change made on their highway 80 freeway job from American Canyon overpass to Red Top Dairy with the west bound traffic on the new section and the east bound traffic still on the old two lanes. They are now working on the new east bound lanes and the job is to be completed in 1970. Due to vast underground slippage this company picked up an additional one

Dredging



By GUY JONES

West Coast Dredging was low bidder on the San Rafael Keyes dredging job. This will run three shifts for quite some time. West Coast has recently purchased a dredge, "Sandstorm" from Peter Kiewit. This now makes two dredges for them.

Smith Rice with dredge "No. 24" has been busy with two ten-hour shifts. We are hoping this will continue for several months.

Umpqua Dredging of Reedsport, Oregon is working three shifts on its Port of Oakland job. The dredge is a Washington Revolver and they will be using a seven-yard and ten-yard bucket. The mud barges are of the 3,000-yard type. This job will run into the winter months.

Kiewit Dredging is busy on its Bethlehem Shipyard job, which will be a good, long job. The company figures on running two ten-hour shifts.

Dutra Dredging is busy on its Santa Clara job with dredges "Alameda," "Liberty" and "California" working. Two draglines are working on this job. Its dredge "Sacramento" is working in the Rio Vista area.

Utah Dredging has been purchased by Fleuor Corporation, a

world-wide corporation. There will be no more Utah Dredging. Fleuor's name will now be on all equipment. The personnel has not been changed as of now. The equipment is in repair at the Stockton Yard.

Hydraulic Dredging equipment is now stored at the Pittsburg yard and no jobs are in sight at this writing.

Shellmaker Dredging has recently completed its job at Fort Bragg. The work was done with dredge "Explorer." Its small job in Monterey is finished and on this job the dredge "Gypsy" was used. We are hoping they are successful in keeping the crews busy throughout the year.

West Pacific is on its North Sacramento job at this time. This is several months of work on the books. It looks like they will have a good year.

Healey-Tibbits was low bidder on the Southern Crossing Bridge job—core drilling. They are furnishing barges and barge cranes and Pitcher Drilling is doing the core drilling for Healey-Tibbits. This will be a six-month, three-shift job.

Great Lakes Dredging has a small job at Hunters Point. This looks like a six weeks job if all goes well.

STEWARDS SPOTLITE

J. B. Jennings and Fran Walker

JOB STEWARDS APPOINTED

Week Ending July 4, 1969			Week Ending July 18, 1969		
Dist.	Name	Agent	Dist.	Name	Agent
5	J. Craig Shaw	Walt Norris	1B	Jimmie Don Mears	E. R. Bell
5	Oscar L. Thomas	Walt Norris	1D	Fred J. Ito	K. M. Kahoonei
5	Florence L. Wise	Walt Norris	1D	Harry S. Migita	K. M. Kahoonei
5	Emmett E. Scott	Walt Norris	11	Stanley Powell	B. Jacobsen
5	Rocco M. Antenucci	Walt Norris	11	Richard Fisk	B. Jacobsen
5	Wallace Cramer	W. H. Davidson	11	Thomas Clay	B. Jacobsen
9	Loren E. Rodoni	W. H. Davidson	11	J. G. Harrison	B. Jacobsen
9	Robert L. Bishop	W. H. Davidson	11	Bob Jackson	B. Jacobsen
Week Ending July 11, 1969			11	Jess Guthrie	B. Jacobsen
1C	Kenneth Medearis	Aaron Smith	11	O. W. Lavoy	B. Jacobsen
1C	H. W. Walling	Aaron Smith	11	Bob Stevens	B. Jacobsen
6	W. Hommerbocker	John E. Smith	Week Ending July 25, 1969		
11	Maurice Darrigrand	Bud Jacobsen	3	Don Kiemlele	W. M. Talbot
11	George Skivington	Jack Evans	3	Jack Short	W. M. Talbot
11	Jim Caumiant	Jack Evans	3	Roy Poulter	W. M. Talbot
11	Robert Bowser	Bud Jacobsen	3	James R. Gruber	W. M. Talbot
Week Ending July 18, 1969			4	Ivan Moulton	Ray Cooper
5	Ross Stark	Bill Relferford	4	Phil Carey	Eugene Lake
5	Robert Nichols	Kenneth Green	7	Harry Hammers	Lake Austin
5	Billy J. Wright	Kenneth Green	7	Bill Lampley	Lou Barnes
5	Frank J. Rice	Ralph Hurst	12	Keith Christianson	Del Hoyt
9	Walter Britten	Harley Davidson	12	Elmo Johnson	Del Hoyt
Week Ending July 11, 1969			12	Raymond Budrow	Del Hoyt
6	Arthur Felts	Bert Sample	12	Jim Holliday	Del Hoyt
6	Robert L. Howard	Bert Sample	12	Herbert Gukheisen	Del Hoyt
6	R. J. McWilliams	Bert Sample	1D	John F. Grosshans	Buck Hope
8	William T. Ralston	A. V. Dalton	1D	C. E. Richardson	W. K. Lean
8	Charles Scofield	A. V. Dalton	4	Grover Bowman	Eugene Lake
8	Robert C. Williams	Herman Eppler	4	Ralph Gaches	Eugene Lake
Week Ending July 18, 1969			4	Leo J. Picard	Eugene Lake
5	William G. Keeney	Bill Relferford	4	Virgil Williams	Ray Cooper
Week Ending July 11, 1969			7	Ward Fisher	Lou Barnes
5	Ken Davis	Bill Relferford	7	Jack Weyler	Lake Austin
Week Ending July 11, 1969			8	H. P. Church	D. Carpenter
6	Wayne C. Keller	Bert Sample	8	Gilbert Henshaw	D. Carpenter
6	Frank W. McKague	Bert Sample	12	Richard Maynard	Del Hoyt
Week Ending July 18, 1969			12	Thomas Stanley	Del Hoyt
2	Paul Candler	Bob Mayfield	12	James Colonna	Del Hoyt
5	Burt Thornton	Bill Relferford	12	Dick V. Hancock	K. Leishman
Week Ending July 18, 1969			Week Ending August 1, 1969		
11	Larry Cawelti	B. Jacobsen	Dist.	Name	Agent
11	Phillip Williams	B. Jacobsen	2	Relder Scribner	Tom Carter
11	Dave Campbell	B. Jacobsen	2	M. L. Meeks	R. E. Mayfield
Week Ending July 4, 1969			2	Bill Post	Don Luba
5	Thomas A. Taccone	Walt Norris	2	Al L. Busby	Don Luba
5	Charles Trosi	Walt Norris	2	William Allmon	Tom Carter
5	W. Kenneth Park	Walt Norris	3	James C. Evitt	W. M. Talbot
Week Ending July 4, 1969			3A	Walter Coppler	Jim Gentry
Dist.	Name	Agent	5	Loren K. Jesse	Bill Relferford
1C	Linwood Lehr	Aaron Smith	Week Ending August 1, 1969		
11	Arthur Tyler	Ray Cooper	Dist.	Name	Agent
11	Dean Gustin	Jack Evans	4	Nelson Randall	Eugene Lake
11	Russell Kite	Jack Evans	6	Royal W. Shackelford, Jr.	John E. Smith
Week Ending July 11, 1969			11	Jesse H. Raine	Bud Jacobsen
Dist.	Name	Agent	11	John Hartman	Bud Jacobsen
5	Ken Davis	Bill Relferford	11	James Bolbos	Bud Jacobsen
Week Ending July 11, 1969			11	Dennis Maniz	Bud Jacobsen
Dist.	Name	Agent	11	Sam Wentz	Bud Jacobsen
6	Wayne C. Keller	Bert Sample	11	Bob Mongolo	Bud Jacobsen
6	Frank W. McKague	Bert Sample	Week Ending August 1, 1969		
Week Ending July 18, 1969			Dist.	Name	Agent
2	Paul Candler	Bob Mayfield	4	Edward Rogers	E. Lake
5	Burt Thornton	Bill Relferford	4	Clyde Warner	E. Lake
Week Ending July 18, 1969			6	David L. Haggard	J. E. Smith
Dist.	Name	Agent	11	Robert Ellithorpe	B. Jacobsen
11	Larry Cawelti	B. Jacobsen	11	Jim Muller	B. Jacobsen
11	Phillip Williams	B. Jacobsen	Week Ending August 1, 1969		
11	Dave Campbell	B. Jacobsen	2	L. W. Byers	Tom Carter
Week Ending July 4, 1969			3	William Mills	W. M. Talbot
5	Thomas A. Taccone	Walt Norris	5	Eugene Davis	Bill Relferford
5	Charles Trosi	Walt Norris	Week Ending August 1, 1969		
5	W. Kenneth Park	Walt Norris	Dist.	Name	Agent
Week Ending July 4, 1969			4	Nelson Randall	Eugene Lake
Dist.	Name	Agent	6	Royal W. Shackelford, Jr.	John E. Smith
1C	Linwood Lehr	Aaron Smith	11	Jesse H. Raine	Bud Jacobsen
11	Arthur Tyler	Ray Cooper	11	John Hartman	Bud Jacobsen
11	Dean Gustin	Jack Evans	11	James Bolbos	Bud Jacobsen
11	Russell Kite	Jack Evans	11	Dennis Maniz	Bud Jacobsen
Week Ending July 11, 1969			11	Sam Wentz	Bud Jacobsen
Dist.	Name	Agent	11	Bob Mongolo	Bud Jacobsen
5	Ken Davis	Bill Relferford	Week Ending August 1, 1969		
Week Ending July 11, 1969			Dist.	Name	Agent
6	Wayne C. Keller	Bert Sample	4	Edward Rogers	E. Lake
6	Frank W. McKague	Bert Sample	4	Clyde Warner	E. Lake
Week Ending July 18, 1969			6	David L. Haggard	J. E. Smith
2	Paul Candler	Bob Mayfield	11	Robert Ellithorpe	B. Jacobsen
5	Burt Thornton	Bill Relferford	11	Jim Muller	B. Jacobsen
Week Ending July 18, 1969			Week Ending August 1, 1969		
Dist.	Name	Agent	2	L. W. Byers	Tom Carter
11	Larry Cawelti	B. Jacobsen	3	William Mills	W. M. Talbot
11	Phillip Williams	B. Jacobsen	5	Eugene Davis	Bill Relferford
11	Dave Campbell	B. Jacobsen	Week Ending August 1, 1969		
Week Ending July 4, 1969			Dist.	Name	Agent
5	Thomas A. Taccone	Walt Norris	4	Nelson Randall	Eugene Lake
5	Charles Trosi	Walt Norris	6	Royal W. Shackelford, Jr.	John E. Smith
5	W. Kenneth Park	Walt Norris	11	Jesse H. Raine	Bud Jacobsen
Week Ending July 4, 1969			11	John Hartman	Bud Jacobsen
Dist.	Name	Agent	11	James Bolbos	Bud Jacobsen
1C	Linwood Lehr	Aaron Smith	11	Dennis Maniz	Bud Jacobsen
11	Arthur Tyler	Ray Cooper	11	Sam Wentz	Bud Jacobsen
11	Dean Gustin	Jack Evans	11	Bob Mongolo	Bud Jacobsen
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Dist.	Name	Agent	11	Jesse H. Raine	Bud Jacobsen
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6	Frank W. McKague	Bert Sample	11	James Bolbos	Bud Jacobsen
Week Ending July 18, 1969			11	Dennis Maniz	Bud Jacobsen
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Week Ending July 18, 1969			Week Ending August 1, 1969		
Dist.	Name	Agent	Dist.	Name	Agent
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11	Phillip Williams	B. Jacobsen	6	Royal W. Shackelford, Jr.	John E. Smith
11	Dave Campbell	B. Jacobsen	11	Jesse H. Raine	Bud Jacobsen
Week Ending July 4, 1969			11	John Hartman	Bud Jacobsen
5	Thomas A. Taccone	Walt Norris	11	James Bolbos	Bud Jacobsen
5	Charles Trosi	Walt Norris	11	Dennis Maniz	Bud Jacobsen
5	W. Kenneth Park	Walt Norris	11	Sam Wentz	Bud Jacobsen
Week Ending July 4, 1969			11	Bob Mongolo	Bud Jacobsen
Dist.	Name	Agent	Week Ending August 1, 1969		
1C	Linwood Lehr	Aaron Smith	Dist.	Name	Agent
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11	Russell Kite	Jack Evans	11	Jesse H. Raine	Bud Jacobsen
Week Ending July 11, 1969			11	John Hartman	Bud Jacobsen
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Week Ending July 11, 1969			11	Sam Wentz	Bud Jacobsen
6	Wayne C. Keller	Bert Sample	11	Bob Mongolo	Bud Jacobsen
6	Frank W. McKague	Bert Sample	Week Ending August 1, 1969		
Week Ending July 18, 1969			Dist.	Name	Agent
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Dist.	Name	Agent	11	John Hartman	Bud Jacobsen
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11	Phillip Williams	B. Jacobsen	11	Dennis Maniz	Bud Jacobsen
11	Dave Campbell	B. Jacobsen	11	Sam Wentz	Bud Jacobsen
Week Ending July 4, 1969			11	Bob Mongolo	Bud Jacobsen
5	Thomas A. Taccone	Walt Norris	Week Ending August 1, 1969		
5	Charles Trosi	Walt Norris	Dist.	Name	Agent
5	W. Kenneth Park	Walt Norris	4	Nelson Randall	Eugene Lake
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11	Russell Kite	Jack Evans	11	Sam Wentz	Bud Jacobsen
Week Ending July 11, 1969			11	Bob Mongolo	Bud Jacobsen
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5	Ken Davis	Bill Relferford	Dist.	Name	Agent
Week Ending July 11, 1969			4	Nelson Randall	Eugene Lake
6	Wayne C. Keller	Bert Sample	6	Royal W. Shackelford, Jr.	John E. Smith
6	Frank W. McKague	Bert Sample	11	Jesse H. Raine	Bud Jacobsen
Week Ending July 18, 1969			11	John Hartman	Bud Jacobsen
2	Paul Candler	Bob Mayfield	11	James Bolbos	Bud Jacobsen
5	Burt Thornton	Bill Relferford	11	Dennis Maniz	Bud Jacobsen
Week Ending July 18, 1969			11	Sam Wentz	Bud Jacobsen
Dist.	Name	Agent	11	Bob Mongolo	Bud Jacobsen
11	Larry Cawelti	B. Jacobsen	Week Ending August 1, 1969		
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11	Dave Campbell	B. Jacobsen	4	Nelson Randall	Eugene Lake
Week Ending July 4, 1969			6	Royal W. Shackelford, Jr.	John E. Smith
5	Thomas A. Taccone	Walt Norris	11	Jesse H. Raine	Bud Jacobsen
5	Charles Trosi	Walt Norris	11	John Hartman	Bud Jacobsen
5	W. Kenneth Park	Walt Norris	11	James Bolbos	Bud Jacobsen
Week Ending July 4, 1969			11	Dennis Maniz	Bud Jacobsen
Dist.	Name	Agent	11	Sam Wentz	Bud Jacobs

Funds, Standards Slow Highways

By ASTER WHITAKER, JAY NEELEY, TOM BILLS, WAYNE LASSITER, DEL HOYT & KAY LEISHMAN

The Utah Highway Department officials expect Federal Fund delays to push back completion dates on the Interstate system to as far as 1977 or 1978. The State originally programmed the work to be finished by 1974.

It was expected to take another 290.6 million dollars to complete Utah's Interstate highways—\$69.3 million in construction in fiscal year 1970; \$57 million in 1971; \$56.3 million in 1972; \$54.3 million in 1973, and \$53.7 in 1974.

It now appears that the rate of income of the Federal Highway Trust Fund will not be enough to permit the states to complete their Inter-state mileage until at least 1978. The late completion date would also be caused by higher standards of construction to be required, increased construction cost, increased fund allocations to other systems and general inflation. The \$290.6 million completion cost estimate will probably have to be revised by the Highway Department.

Mr. E. C. DeMoss, Senior Vice President and Manager, Mining, Utah Construction & Mining Company, has announced the following changes of personnel stationed in the State of Utah:

M. E. Pratt, Mine Manager, Cedar City Operations, to become Mine Manager of a new venture of Utah Construction & Mining Company, the Island Copper Mine near Port Hardy, Vancouver Island, British Columbia.

C. A. Banks, from General Superintendent to Mine Manager, Cedar City Operations.

E. L. Nugent, Chief Engineer, to Assistant Manager and Chief Engineer, Cedar City Operations.

Mr. Banks joined Utah's Cedar City staff in June of 1968, following a construction and operations assignment at Mount Goldsworthy, Port Hedland, Western Australia.

Mr. Nugent joined Utah Construction & Mining Company at Cedar City in 1962 as a mine engineer, and has been Chief Mine Engineer since 1968.

Mr. Pratt is completing his second assignment at Cedar City, having served as E. C. DeMoss' assistant from 1956 to 1958, and being transferred back to Cedar City in 1965, following several years as Assistant Mine Manager, and Mine Manager, of Utah's Lucky Mc Mine near Riverton, Wyoming.

Utah Construction & Mining Company will develop a 33,000 ton per day open pit copper mining operation at its Island Copper property on Vancouver Island. The mine will be located on Rupert Inlet, about ten miles from Port Hardy on the northern part of the Island. Utah Construction's initial interest in this property stems from the discovery of copper mineralization in the vicinity by Gordon Milbourne, a Canadian prospector. The property was acquired from Milbourne, who retains an interest in the profits.

Intensive exploration commenced early in 1966, and in February 1967 the first drill hole was put down within the limits of the presently defined ore body. To date, more than 100,000 feet of diamond drilling has defined an ore body containing approximately 280,000,000 tons of ore within the proposed pit limits having an average grade of 0.522% copper and 0.029% molybdenum sulfide.

Construction of facilities will begin late this summer and the mine and plant are scheduled to come into production in the fall of 1971. In addition to the 33,000 tons per day copper and molybdenum concentrator and related mine facilities, a dock facility is planned capable of accommodating the large ocean going vessels required for transporting the copper concentrates to smelting facilities throughout the world.

By the time full production is achieved in late 1971, \$68.5 million dollars will have been spent on the development of the project. The operation will produce about 230,000 tons of copper concentrate and 1,800 tons of molybdenum concentrate annually.

In the south and southeastern part of the state the majority of contractors are busy now that summer has finally arrived. There has been a lot of rain this spring and it has slowed down jobs considerably, plus putting some jobs behind schedule. With warm weather and 90 degree temperatures many contractors are working overtime trying to get caught up.

The out-of-work list is depleting rapidly and hope that all the Brothers will be working soon.

At the present time there are 21 projects under construction at a cost of \$24,385,000.

The Utah Highway Commission during its recent meeting in Price released a summary of highway projects for the southeastern part of the state to be advertised for bid from July 1969 to July 1970. They are: I-70, Fremont Junction-Castle Valley, 4-lane divided 4.2 miles at \$2,700,000; I-70, Rattlesnake Bench-Green River, bit. surf., 2-lane, 22.4 miles at \$3,000,000; I-70, Devils Canyon-Rattlesnake Bench, bit. surf., 2-lane, 26.4 miles at \$3,000,000 SR24, connections to I-70, bit. surf., 3.3 miles \$400,000; I-70, Cottonwood Wash-Harley Dome, 4-lane divided, 8.0 miles \$4,300,000; I-70, Whitehouse-Cottonwood Wash, bit. surf., 4-lane divided, 13.2 miles \$2,000,000.

The Senate Public Works Subcommittee for Economic Development has reported a bill which will provide \$45 million for the Four Corners Regional Development Commission for the next two years.

The bill calls for \$25 million for regular operation of the program and for government awards for the next two years, but provides \$20 million to be used exclusively for road development and construction in the area.

Stearns Roger are in the final stages of completing the Beryllium plant at Delta. Processing of the ore is still kept highly secret and pictures are prohibited near the new plant.

Quite a few jobs are completed or nearing completion. Cox Brothers have sold the haul road to the mine at Topaz. Thorn Construction is on the last leg of the diagonal at B.Y.U. and Talboe has finished the heavy work on the Science Building at B.Y.U. Water Hollow Constructors are approximately half way on the tunnel. Goodfellow Construction is getting close to the final stages of the Dam at Duchesne. This has been a good job for quite a few Engineers. Stratton Brothers are approximately one-half finished at LaPoint.

Learner Company was low bidder on demolition of the plant at Ironton in Provo. Whiting and Haymond are low on service road at Strawberry Reservoir and W. W. Clyde low bidder on Tabonia Junction.

Summer Storms Scuttle Several Spreads In Nevada

By GAIL BISHOP, DISTRICT REPRESENTATIVE; JACK EVANS and BUD JACOBSEN, BUSINESS REPRESENTATIVES, and BOB VICKS, APPRENTICESHIP COORDINATOR

Early summer storms have curtailed the work in District #11 for the past month. The jobs in the Lake Tahoe Basin and in the North Eastern section of the state were badly affected.

We negotiated a new contract with the Mentzer Detroit Diesel Shop in Reno. This firm employs 12 men and the contract was ratified 100%.

We recently won a work assignment over the Mill Wrights at the Nevada Cement Plant. This involved the turning of a large kiln while it's being relined with fire brick. This assignment ended nearly 2 weeks of daily meetings and arguments and will mean 6 weeks work, which will consist of two 12 hour shifts for 2 Brother engineers.

Brother Bill Williams is steward on this project and does a fine job for the Brothers.

Most of the jobs in the Tahoe Basin have been slowed down until recently, due to inclement weather as the work consists

mostly of underground work, such as, sewer and water lines and subdivision projects. However, they expect everything to go very well the rest of the season.

Frontier Construction is going great guns on the Meyers Job with approximately 25 operators on the payroll.

Pestana Construction has moved on the Mill Street Job and should be needing several operators.

Sierra Engineering will be moved into their new building at Glendale Avenue from the old building on Morrill Avenue in Reno, by the time this publication is printed. The members are looking forward to this move as the new building, which has been under construction for the past 3 months, will afford more space and adequate storage.

Rogers Construction, in Carlin, started the 2nd shift Monday, July 21, 1969. They are working overtime trying to catch up after having a poor start weatherwise.

Nevada Rock & Sand has two jobs in eastern Nevada. One at Mountain City, and the other one at Pine Valley, 50 miles south of Carlin.

Morrison-Knudsen at Elko is going good again after a brief shutdown. They are to move 2½ million yards of dirt, and as of to

date, they have moved 600,000 yards.

APPRENTICESHIP PROGRAM—The Apprenticeship Program is going well in the State of Nevada. We have 22 apprentices working and hope to have more on soon.

One of our apprentices, Daniel Manha, was buried in an accident at Truckee, California, and because of the quick thinking on the part of one of our Brothers "Gerry" Allen, a more serious accident was avoided. Daniel is doing fine now and should be home by the time this newspaper goes to print.

Grass Valley, Cal.
May 20, 1969

Mr. Clem

Dear Sir,

I became a member of Local No. 3 on January 3, 1943, have been retired since December 1, 1962, and still carry my card. Due to the fine efforts of you and the other officials, Local No. 3 members now enjoy many benefits for themselves and also for their families. May Local No. 3 continue to grow and prosper in the future, under your dedicated guidance.

With kindest regards,
Daniel McGeever
403010



INVENTORS AND TINKERERS at heart are most Operating Engineers and Brother Carl Eades is no exception. He designed the round boat above for the boating pleasure of children and elderly people who can't swim. According to Carl, this boat, now

patented, and another, awaiting patent, are almost impossible to capsize because of their design. The Local Union 3 members says he has spent about \$4,000 to date in designing the new boats.

A Real Square Guy

Builds Rare, Round Boat

By RAY COOPER and EUGENE LAKE

Rub-A-Dub-Dub—A man in a tub! The designer and builder of this unique invention is Brother Carl Eades of Eureka. Why a round boat? "For safety" says Brother Eades. He wants children, elderly persons, and other people for whom normal boating can be unsafe, to be able to enjoy the pleasures of being on the water. "Laura" as the boat is named (in honor of his wife) is virtually unsinkable, according to Eades.

The principal of the boat is simple. Basically, air provides the extreme buoyancy characteristic of the design. Putting into practice the simple principle cost Eades over \$3,000.00 in construction materials and countless hours of toil.

An earlier design already has a patent and a present design is patent-pending. One of the primary differences between the two is in the addition of a small bow and stern to enable the boat to plane at high speeds. High speed capability would not be for most of the users of the boat, who would prefer to cruise at slower speeds. However, Dad could speed around the lake while Mom cruises closer to the Dock.

The present model—the only one in existence—is built with a hollow well in the center of the boat. Attached to one side of the well and resting in two steel grooves is a powerful out-board motor. A push button system of hydraulic, battery-powered lifters raises and lowers the motor so that

the boat can be beached.

Other than the motor in the center, the boat operates the same as an everyday rowboat. Eades, however, envisions a system of water jets which would be more suitable for safety purposes and propel the boat more efficiently than the out-board motor now does.

The addition of the jet would also eliminate the necessity for the well in the center, enabling the power plant to be installed under the deck.

The boat is somewhat like a round washtub with a bubble-shaped bottom, the outside of the "superstructure," creating what Eades calls a "roll chock." This "roll chock" forms a pocket in which air is caught when the boat is tipped beyond a certain point.

Spread Round Up In Marin

By AL HANSEN

GROUND BREAKING for the eight-tenths of a mile of viaduct was held on June 30th in San Rafael. Murphy-Pacific is the Contractor. The viaduct will widen Highway 101 from four to six lanes. The work includes lighting, off and on ramps, a new drainage channel and modifications of traffic signals at Second Street. The job will take about two years to complete.

BRESNAN-DALECIO is busy at it—on street and road work in San Anselmo.

M.G.M. CONSTRUCTION is doing a sewer construction job (phase II) at Northgate in San Rafael.

CHILOTTI BROTHERS have crews scattered all over the county on street, road work, resurfacing, etc.

BROWN-ELY CO. is also busy with a number of crews all over the area. A recent job is for resurfacing in the town of Corte Madera.

MAGGIORA - CHILOTTI is busy also with engineers working in area.

VARWIG is still working at Pleasant Valley-Unit No. 6 in Novato with a good crew of operators.

FORDE CONSTRUCTION who has taken over Bobo's operations is doing a job at Monticello & Trellis at Terra Linda. Bill Forde is head of the new company.

MERZ BROS. is busy here in Marin. Its most recent job is on Francisco Blvd. at the east end of San Rafael.

McGUIRE & HESTER's Highway job on 101 is shaping up very well. Already it is giving the area the "new look."

LARRY AKSLAND is all finished on its Marin Valley Trailer Park job.

ROBERT MULLOY is still barreling along at "Quail Hill," Terra Linda and at their San Rafael fill job. We understand they have acquired another job here.

SOILAND COMPANY has a good crew of Operating Engineers and is keeping them all pretty busy with several jobs scattered over the county at the present time.

FROST & MEGLIO OF MILL VALLEY, Civil Engineers, are keeping a survey crew busy on "Allan-Marín" project located on the south side of Tam Valley.

GET TO KNOW PEOPLE — "Trust is the cornerstone of civic order, but few of us, white or black, really trust the communities in which we live. Running away from the challenges of the city, we have let our communal competence decline and our civic trust drain away."

People of different backgrounds can learn to respect and trust one another if they make the effort to "get the facts" rather than rely on loose generalities or prejudice.

Love can prevail, if we give it a chance. Each one of us must decide whether or not the problems of the city and the anguish of the world are his to help remedy.

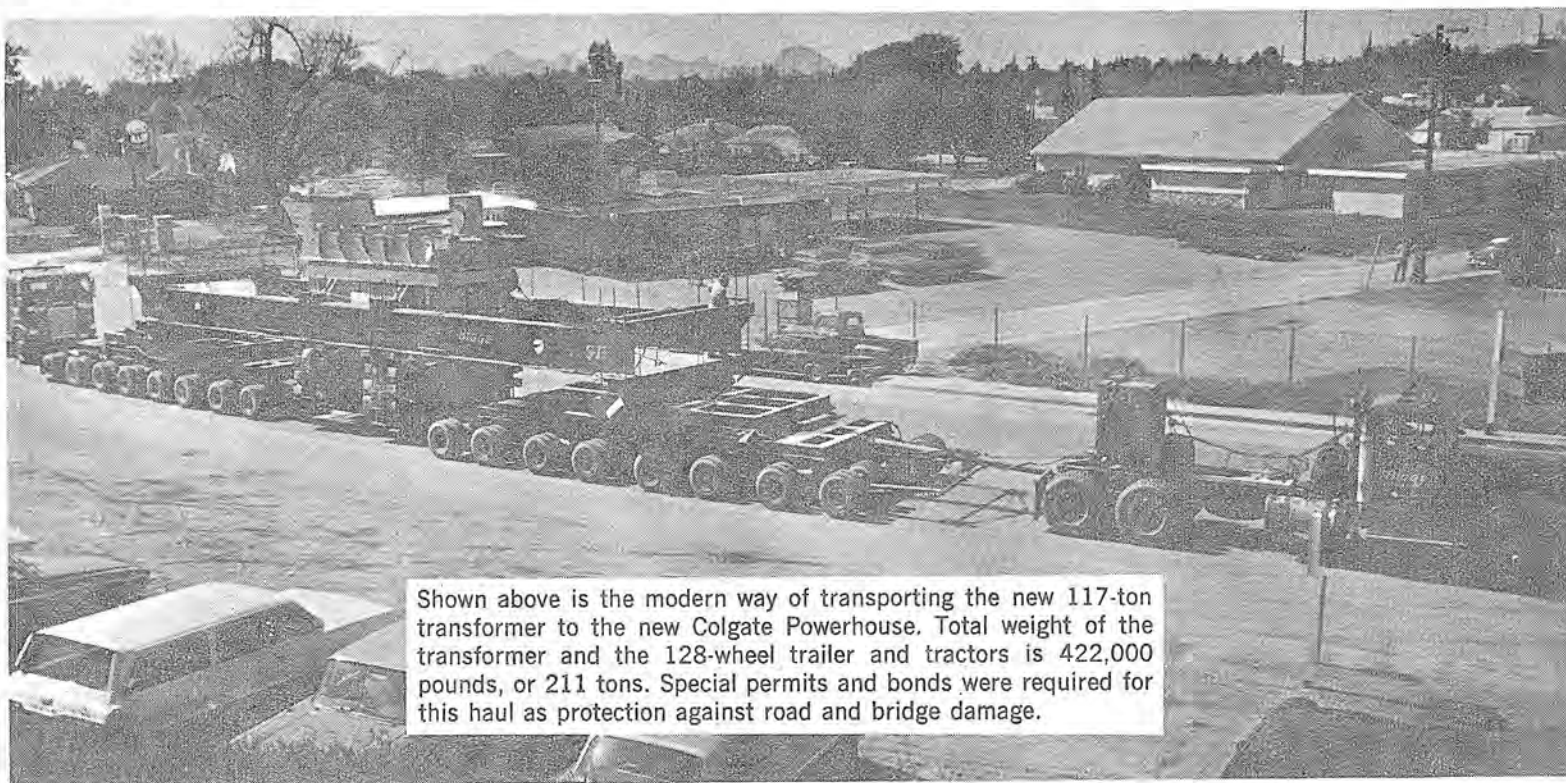
BE CHEERFUL—"Pleasant words are like a honeycomb, sweetness to the soul and health to the body."

Job Competition

In Fiscal 1968, the U.S. Department of Labor certified 141,827 alien workers for permanent employment in this country. Four out of every 10 of them have settled down in New York or California.



In 1906 the 30-horse team shown above posed for a picture at Sixth and B Streets in Marysville, before beginning its haul of 42 tons of generating equipment to the Colgate Powerhouse.



Shown above is the modern way of transporting the new 117-ton transformer to the new Colgate Powerhouse. Total weight of the transformer and the 128-wheel trailer and tractors is 422,000 pounds, or 211 tons. Special permits and bonds were required for this haul as protection against road and bridge damage.

Broaden Language At Airport

By BILL RANEY and DICK BELL

Piombo's fill job at the south end of the airport is nearing completion and the same company is progressing well on their excavation and fill job on the north end of the airport. This is a fill job by the city to allow for expansion of repair buildings by the airlines. Also, the existing road will be moved to the outer perimeters to reduce traffic congestion. Piombo's Skyline #280 freeway is all but wrapped up with just a small crew left for finish work.

Swinerton & Walberg Co.'s American Airlines job is rolling along with all the appearance of an old-time three ring circus. The various sub-contractors have a hard time staying out of each other's way and at times they don't succeed, which accounts for some variations of the English language heard on this project.

Oscar Holmes job on the main entrance to the airport seems to be progressing smoothly with less traffic problems than anticipated, at least at the present time.

State Rt. 101 Bayshore Freeway has been budgeted for construction from 19th Ave. in San Mateo to the south county line, 19th Ave. to Whipple Rd. in Redwood City to be let this year and the remainder to be let later.

Several state highway projects are slated for the 1970-71 season with more under study for the following years.



The wagon shown above was behind a 36-horse team which replaced a 30-horse team out of Marysville which tipped over before beginning the run to the Colgate Powerhouse, in 1906.

Good Old Days?

Big Generators To Colgate

GENERATOR HAULING—The third Colgate Powerhouse to be built on the Yuba River south of Dobbins is nearing completion as part of the \$180 million New Bullards Bar Project. In 1906 electrical generating equipment was hauled by horses to the original powerhouse. Two huge transformers and other machinery was recently trucked to the new plant, near the old, on a special dual tractor-trailer rig. The 30 horse team posed for a picture at 6th and D Streets in Marysville before leaving with its 42 ton cargo. The team belonged to Dave Yore and was driven by George Bynon, an

uncle of Buck Harris of Tierra Buena who has the originals of the two old-time photographs. The firm of Russell & Chase built the "logging wagon" as it was called.

Harris relates the 1906 load tipped over when the team was turning at 12th and B Streets, in Marysville, after a bank gave way. Another team of 36 horses pulled a heavier load, and was driven by Harris' father, "Happy Jack" Harris.

Paralleling this episode the new transformers (117 ton) were brought by ship from Japan to Sacramento and to Marysville from Sacramento by rail. The total

weight of transformers, 128 wheel trailer and tractors, is 211 tons. They also came up to Bullards Bar via Marysville. Their cost was approximately \$300,000 each. At the new powerhouse, each of the generators will produce 142,000 kilowatts and the new transformers will boost their 13,800 volt output to 230,000 volts. The new plant is expected to be producing power this summer, after the world's largest turbines are installed. For this special haul through Yuba County, the heaviest in its known history, special permits and bonds were required as precautions against road and bridge damage.

High Cost Mile

Interstate 80 Coffer Dam Unique, Expensive

By DOUG FARLEY, AL DALTON, HERMAN EPPLER, and DAN CARPENTER

Work is progressing very good on the Interstate 80 interchange being constructed by the Gordon H. Ball Company.

This project is three-quarters of a mile long and is being constructed at a cost of \$16,280,000, making it probably one of the most expensive freeway complexes in the world.

The reason this project is so unique is because the contractor actually had to build a coffer dam completely around the project because the grade level is 35 feet below the high water level in the Sacto. River just adjacent to the project.

The contractor will have poured 220,000 yards of concrete on this job when completed.

Barrow material for the ramps is being dredged out of the river by the Western Pacific Dredging Company of Portland, Oregon, on an around-the-lock basis.

Their production is running around 15,000 yards of material through the huge suction pumps per day. The material is pumped into a stock pile on shore, and is distributed on the project with rubber-tired equipment.

The project employed about 30 Operating Engineers at the peak of the job, and is about 70% completed at the present time.

Elsewhere, in Yolo County, the Rock, Sand and Gravel Plants are keeping busy, supplying the various projects with material.

Shops in the Sacto. area are working at a fast pace during this busy season to keep the equipment operating on the construction jobs, making it possible for other Brothers to be employed.

Most of these shops which provide work for our Brothers in the winter months, look for extra mechanics during the summer season to carry the heavy workload brought on by the pickup in construction work this year.

By the time this paper is printed, the Sacto. Tenco Store will have moved all its heavy equipment and mechanics to the new center about fifteen (15) miles north of Sacto.

Approximately, seven men will be employed at the old store which will house Tenco's Forklift Division which was purchased in May of this year.

Teichert is progressing very fast on the new center which will house all of these operations in the area. This was brought on by the progress on Highway 50. Their old office on Stockton Blvd. will have to be moved later this year to make way for the overhead freeway which will connect the W & X Sts. Interchange at Alhambra St., and will later be Highway 50 connecting the San Francisco Freeway with Placerville and South Shore.

Guy F. Atkinson Co. is progressing very well on their Del Paso Freeway, employing many of the Brothers. The bulk of the work however will come for them next year when they are past the preliminaries. At this time, they are building a bypass for all of Highway 80's traffic heading both north and south bound which will be operating in this manner until the completion of this job approximately 30 months away.

The underground jobs in the Orangevale and Fair Oaks areas are continuing on schedule. The project is making traveling difficult for the residents in the area. Most of the underground equipment is now working on the main cross streets. Fortunately, we have had no accidents on the under-

ground job. The Brothers have to work very closely with the private citizen creating a big problem to production. However, it has been working out to the satisfaction of all parties concerned.

At this time, there isn't too much progress at Rancho Seco. The Brothers employed by L. Rodini are building a railroad spur which will save most of the trucking of equipment and materials.

HIGH COUNTRY — Miners Foundry in Nevada City was founded in 1856. The original brick building has been in continuous usage as a foundry for over 110 years. Famous Pelton Waterwheel developed and manufactured in 1878 was the ingenious double cupped bucket which was designed by Lester A. Pelton of Camptonville and Nevada City. The machine became the basis for hydro-electric turbine generators throughout the world.

Standing in front of the Miners Foundry are a group of Operating Engineers Local Union No. 3 who are employed at the plant now. A new contract with Local 3 has been signed by the new owner of Miner's Foundry, Ray Amick.

A. Teichert and Sons was the low bidder on the highway job, west of Placerville, for four miles of four-lane highway.

C. Wood has moved in on a job between Pollock Pines and Sly Park. This job will be building roads in a housing project.

NLRB Rules Pensioners Still Count

By a 4-to-1 vote the NLRB has ruled that pensioners and other retired persons continue to be "employees" insofar as their retirement benefits are concerned and changes in those benefits remain a mandatory subject of collective bargaining.

In reaching this conclusion Board Chairman McColloch and members Fanning, Brown, and Jenkins reversed the findings of Trial Examiner James Constantine in the case involving Pittsburgh Plate Glass Co. and Local 1 of the Allied Chemical and Alkali Workers. The company was accused of failing to bargain in good faith when it made unilateral changes in a health insurance plan for retired employees of its Barberton, O., plant. NLRB member Zagoria sided with the Examiner's conclusion that retired persons were no longer employees of the company so the latter had no obligation to bargain for their retirement benefits.

After a thorough study of the Taft Act and briefs submitted by the U.S. Chamber of Commerce, the National Association of Manufacturers, the AFL-CIO, United Auto Workers, United Steelworkers and other unions, the Board's majority concluded:

"First that retired employees are 'employees' within the meaning of the statute for the purposes of bargaining about changes in their retirement benefits for retired employees is, in any event, within the contemplation of the statute because of the interest which active employees have in this subject; and, third, that bargaining about such benefits is fully consonant with the statutory requirement that 'wages, hours, and other terms and conditions of employment' be subject to the institution of collective bargaining envisioned by the Act."

West's Most Beautiful Detour Ahead

By RAY COOPER and EUGENE LAKE

Construction activity on U.S. 101 south of Eureka is rather limited when compared to former years. Mercer Fraser Company is operating their crusher and hot plant at Fortuna on an off and on basis.

The Morrison Knudsen job on U.S. 101 beginning just south of Myers Flat is well beyond the half way mark. This project consists of storm damage repair, slip-outs, drainage etc. in four locations. Mercer Fraser Company will be moving in to do the surfacing in two or three weeks. Meanwhile, traffic is being rerouted via old Highway 101 appropriately labeled by the Division of Highways as "the most beautiful detour in the world."

At Garberville, Mercer Fraser plants are in steady operation furnishing surfacing materials for the Hughes & Ladd job at Benbow. The completion of this freeway project will contribute greatly to the safety of the motoring public as it will replace a narrow and dangerous five miles of old U.S. 101. The Jensen Drilling Company is installing horizontal drainage facilities on this project.

The H. M. Byars Company of Reno, Nevada is moving along smoothly on their Benbow Estates project.

Over on the coast at Shelter Cove, Abasco is employing eight or ten Engineers on their sub-division project. This has been a good long job for some of the brothers. Some of the added features of this job are the fabulous scenery, salmon fishing and abaloneing.

Beginning at Blue Lake and extending to Berry Summit, Highway 299 is undergoing a \$10 million face lifting. Granite Construction Company is the contractor on the western section which is probably the largest highway contract ever let in Humboldt County. One fill alone almost three million yards. More equipment is arriving on the scene almost daily. Scotty Lehman Logging Company subbed the clearing on this project. The clearing here is a major item due to the extremely heavy growth of timber and underbrush in the steep and rough terrain.

Ray Kizer Construction Company was awarded the contract to develop approximately 4.8 miles of expressway to Berry Summit. This firm is using cats and cans followed up by 631's. Dutra Trucking Company of Arcata is transporting the filter material from the Mercer Fraser plant at Willow Creek for this project.

The only action on Hiway 96 at present is the Hughes & Ladd job at Orleans. This has been a double shift from almost the beginning. With fingers crossed Supervision says we will be out of here by early fall.

On Hiway 36 Phillips Bros. are in the final stages of their realignment job west of Bridgeville.

S & A Development Company is setting up a crushing plant to furnish material for this project.

We understand bids for additional work on Hiway 36 will soon be called for.

Redwood Empire Aggregate has their new 8,000 pound Standard Automatic Hot Plant in operation at their Arcata yard. Boxman and Steward, Brother Mel Periera can now come to work in a white shirt. They dismantled and moved their old plant to operation in Smith River in Del Norte County.

Jaxon Bakers' job at Gasquet is in the finishing stage. Mastelotto

See DETOUR page 12

New Bond Issue

Westlands Water Plan Could Save U.S. Dollars

By CLAUDE ODOM KEN GREEN BILL RELERFORD

Westlands Water District Manager-Chief Counsel Ralph Brody says officials of the U. S. Reclamation Bureau are studying the district's plan to advance additional funds to the United States to accelerate construction of the district's distribution system.

The district would obtain the necessary funds through the issuance of long term bonds. The advance could total as much as \$120 million over the five-year period during which the district hopes that the system could be completed.

Brody told Westlands directors this week that the Bureau has determined benefits to the United States from such a plan could total some \$35 to \$40 million.

Funds obtained through the proposed bond issue would be advanced by the district to the bureau each year to augment Congressional appropriations, which have been severely curtailed by the Vietnam War and other demands on federal funds.

Brody conferred in Washington, D.C., with federal officials during June and will return there in the near future to pursue the matter further.

He said the Westlands staff is seeking to develop a plan under which the bond issue would be repaid without an increase in water costs to users in the district over what the cost could have been had the government financed the work—and without additional cost to the U.S.

Brody said the plan could make it possible to complete the district's distribution system by 1976. He said that, at the rate at which funds have been appropriated in the past, the system is now more than 10 years behind schedule.

Brody stated that deliveries of San Luis water to district land through June 30 this year totalled 110,000 acre feet, compared to 82,000 acre feet in the corresponding period last year. This water was used by those whose land can be served by completed portions of the distribution system and those who can pump directly from the canal.

Bids will be opened here August 6 for a \$100,000 project to improve the drainage on a 6.6 mile section of Kings Canyon Road near Centerville. The State Division of Highways said the work will consist of raising the roadbed, installing culverts and cleaning out the ditches along the highway. The section involved is from DeWolf Avenue to half a mile west of Rainbow Road.

The agency also will open bids here August 6 for a \$24,000 project to improve the lighting along Freeway 99 in Tulare and Madera Counties. The sections involved are between Prosperity Avenue and the Fresno County line in Tulare County and between a point .3 of a mile south of Avenue 7 and a point .5 of a mile north of LeGrand Avenue in Madera County.

Meanwhile, the agency announced the awarding of a contract to the Martin Company of Coalinga for realigning and widening from 22 to 40 feet .8 of a mile of Highway 145 in Madera. The firm has 60 working days to complete the job, which will extend from a point .2 of a mile east of the East Madera underpass to a point .6 of a mile west of County Road 400.

Fresno Air Resort will probably be the name of the new 185 room, \$2.5 million motor hotel to

be constructed on McKinley Avenue near the Fresno Air Terminal this year by Fresno developers. The hotel will contain all luxury rooms and will include dining and cocktail lounge facilities, a coffee shop, meeting and banquet room facilities accommodating groups up to 300 persons, a swimming pool and health club.

Fresno High School students in the fall of 1971, will have a new complex of modern buildings comprised of a new library, administration building, auditorium, academic buildings, new gymnasium, handball courts and a football field. Construction is expected to begin early next year and will be completed, around the students, while school is in session.

The State Division of Highways will open bids June 30 for a \$100,000 project to raise the road bed of intersections of Hiway 145 and 180 in the Kerman area, in an effort to cut down flooding of roadbed during heavy rains.

The Fresno County Public Works Department is finishing plans for road construction projects that will cost \$2.05 million. The projects are scheduled to be advertised for bids after the fiscal year. West Shaw Avenue is in the schedule to be changed to a four lane road between north Van Ness Extension and Fresno freeway, all total a 2½ mile stretch. North Avenue will be improved from south Cedar to south Peach Avenue. The two lanes will be constructed on a 80 foot right-of-way to replace an existing roadway that is congested and in poor condition.

River Rock Products in Fresno is supporting a new complex of a crushing and separation plant. The Brother members have been quite busy with its installation and erection for the last few months. The new plant is geared up to produce a greater volume of material which is fast becoming a requisite in the rock, sand and gravel industry. In addition, safety conditions have been improved with the installation of modern gangways and a control and inspection room overlooking the entire plant.

PCA at Friant has recently relocated their box operator station to the upper level of the plant. This is just one of the steps that PCA has completed to upgrade their plant and make it easier for the Brother members to put in a shift. Instead of having to run up and down the gangways five or six times a shift, the operator can stand in one position and operate the boxes and change the mixture settings.

M & K Company has completed their work in Cocoran and should be finished in Stratford in a few days. This job started out to be a "short job" and lasted three months. The Brothers have been real happy with this job, having good equipment to work with and lots of hours.

Haskell Corporation is about 50% complete on their Olive Street job in Porterville. Superintendent, Brother Cliff Jasper said when they are completed, he will take his crew to the Firebaugh job.

Granite Construction is going strong on their Westland Water District pipeline job. They had planned to start laying their 96" the 15th of July but their ditcher will not be available until the 1st of August. We are hoping Brother Malone can keep all of his crew busy on the smaller pipe until that time. Hawkey Transportation is hauling the 96" pipe in to the jobsite and Brother Joe Schiedel is doing the unloading with a FWD Logger 60.

CU Adds Group Plan

By JAMES "RED" IVY
Credit Union Treasurer

Your Credit Union offers what we believe is the lowest cost financing presently available on motor vehicles. It also offers discounts through co-operating Dealers that make it possible to purchase new vehicles for as little as \$100.00 over Dealer's Cost. These two items alone can mean savings of over \$1,000.00 on the purchase of your new automobile.

Now, after months of negotiation with various insurance firms, your Credit Union has entered into an agreement with Sitco, Inc. of Oakland, California to write group automobile insurance for Members financing their vehicles with the Credit Union. Savings through a reduction in administration costs and sales commissions are expected to average 20% of the normal premium.

The question and answers listed below were prepared by the Insurance Company and any requests for additional information regarding the insurance should be forwarded directly to:

Sitco, Inc.
P. O. Box 10113
Oakland, Calif. 94610
Phone (415) 452-3058

Offer Top Deal On Auto Insurance

Group Auto Insurance For
Operating Engineers Local
Union No. 3
Credit Union Members

What Is It?

The most inexpensive auto insurance with the broadest coverage you can buy. Benefits include single limit liability up to \$300,000 (includes medical payments and uninsured motorist protection), collision (\$100.00 deductible), comprehensive (fire, theft, and personal effects), and towing.

Who Qualifies?

Members financing cars through Operating Engineers Local Union No. 3 Credit Union.

How Are Premiums Paid?

Annual premiums will be paid on your signed authorization from your Credit Union Share Account. Adequate funds will have to be on deposit in your Share Account to cover the premium when due.

How Much Money Can You Save?

20% approximately, some will save more, some less. Much depends on individual circumstances.

Will Drivers With Numerous Tickets Or Accidents Save Money?

Yes. They will pay more than the driver with a good record, but less than they pay now.

Can You Be Cancelled?

Habitual narcotics use, suspension or revocation of driver's license, non-payment of premium, and felony conviction related to auto use are the only reasons for cancellation after coverage has been in force for 60 days.

Which Company Writes Your Policy?

Premier Insurance Company of Transamerica Corporation, \$36 Billion strong. SITCO, one of the pioneers in the administration of union group automobile insurance plans, administers the program.

How About Claim Service?

Premier and the General Adjustment Bureau, Inc., with more than 735 branch offices and 3,600 permanent staff adjusters strategically located throughout the United States, provide round-the-clock, 7-day a week claim service. A-B-C claim service information will be included with your policy.

How Much Do You Save?

To find out how much money Local Union No. 3 Credit Union's group auto insurance plan will save you, fill in, clip out, and mail the form to:

SITCO, INC.
P. O. Box 10113
Oakland, California 94610

You will be advised by mail how much your insurance policy will cost and how to put your insurance in force.

CLIP HERECLIP HERECLIP HERECLIP HERE

MAIL COMPLETED FORM TO: SITCO, P.O. Box 10113, OAKLAND, CALIF. 94610

NAME (Last, First, Middle)

SOCIAL SECURITY #

ADDRESS

CITY

STATE

ZIP

HOME PHONE

WORK PHONE

OCCUPATION

PRESENT INSURANCE COMPANY

PRESENT ANNUAL PREMIUM

DATE PRESENT POLICY EXPIRES

Operating Engineers
Local Union No. 3
Group Auto Insurance

VEHICLES							
Car No.	Year	Make	Model	Horsepower	Body Style (2-dr., 4-dr., Wagon)	No. of Cylinders	Indicate Miles Driven to Work One Way or Pleasure Use Only
1							
2							
3							

COVERAGES

BASIC — Check One Box Only

☐ \$35,000 Liability
1,000 Medical Payments
30,000 Uninsured Motorists

☐ \$100,000 Liability
3,000 Medical Payments
30,000 Uninsured Motorists

☐ \$300,000 Liability
5,000 Medical Payments
30,000 Uninsured Motorists

OPTIONAL — Check Coverages Desired

Car No.	Comprehensive (fire & theft)	Collision (\$100 Deductible)	Towing	<input type="checkbox"/> National Auto Club <input type="checkbox"/> Motorcycle Insurance <input type="checkbox"/> Homeowners <input type="checkbox"/> Tenants
1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

DRIVERS

List Everyone In Your Household Who Drives

Driver No.	Name	Calif. Drivers License No.	Age	Sex	Marital Status	Moving Violations	In Last Three Years Number of Accidents
1							
2							
3							
4							

Signature

Underwritten by
PREMIER INSURANCE CO. OF TRANSAMERICA CORPORATION
Administered by
SITCO
Howard T. Goodman, President

MAIL COMPLETED FORM TO: SITCO, P.O. Box 10113, OAKLAND, CALIF. 94610

Back Pay Is Wages

The Unemployment Insurance Appeals Board in a unanimous decision issued has held that a back pay award received by a claimant constituted wages and if the amount received was in excess of the claimant's weekly benefit amount, then the claimant was not unemployed and was not entitled to any unemployment benefits.

In the case considered, the claimant had been discharged by his employer and immediately filed a claim for unemployment benefits. He thereafter received unemployment benefits for a period of 11 weeks. He also filed a grievance with his union and after negotiations between the union and the employer it was agreed that the claimant would be reinstated in his job and receive an award equal to the amount of wages he would have been paid had he not been discharged, less the amount of unemployment benefits he received.

The back pay award the claimant received was in excess of the amount of unemployment insurance benefits he received, and the Appeals Board held that he was not unemployed and therefore was not entitled to benefits and should repay to the Department of Employment the amount of benefits he received during the 11-week period.

The effect of this decision was to hold that the back pay award could not be reduced by the amount of unemployment benefits the claimant received, because if this were permitted, the unemployment insurance fund would then bear a part of the burden in making the claimant whole for time lost due to his employer's actions in discharging him. This would result in an unjust charge to the unemployment insurance fund to the detriment of the public at large.

Hot Weather Brings Steady Work Up North

By Lake Austin
Lou Barnes

The hot weather is here in Redding again, even though it is about 8 weeks late. The work picture here is about average when compared to the number of people who live in the 6 Northern Counties.

The El Rio Contractors job near Doyle is in the paving stages at present, but has made many a good pay checks for 25 to 30 Brothers since late last fall. This project will be finished shortly after publication of this article.

The several small paving jobs in this same area are finishing up also and will be returning several Brothers to the hall for new work assignments as they become available.

The Green Company job at Madeline (South of Alturas) is fully under way producing approximately 150,000 cy of ballast material for the railroad. There are eight Brothers working on this job and will be busy until late Summer here.

The Ball Company job and the Hughes and Ladd jobs north of and through Yreka are now fully manned and working nine and ten hour days.

The Gordon Ball Project was scheduled to go two shifts but now the thinking is that by staying on long days that the dirt will be moved by late Fall. This is bad news to the Brothers still remaining on the "Out of Work" list as this would have meant about twenty five or thirty seats. The Hughes and Ladd job will be a hit or miss type of operation due to the "staged" planning of the highway department. Peter Kiewit Sons' Company project that adjoins these two projects about ten miles north of Yreka will be returning the twenty Brothers to our lists on the first of August.

The several smaller contractors that normally keep busy in Redding are still busy, but not removing any one from the list as their work load isn't expanding. The Sutherland Company job at Cottonwood is currently in one of their "Stagnant" periods but anticipate commencing shortly on the same scale as before. The Brothers who are Tech Engineers on this project are currently still getting a few hours.

The small tunnel job west of Redding near Whiskeytown Lake is somewhat stalled by some type of contractual difficulties but will be providing a few jobs in our area. This is a 260-foot long tunnel designed as a by-pass at the outlet of the Clear Creek tunnel. The J. F. Shea Company has a trailer-resort type of subdivision west of Red Bluff in the 800,000 range. This will provide work for the Brothers currently on their payroll.

The last (First) reach of the Tehama-Colusa Canal to be constructed in the area of the Redding hall has started. This project is over nine million in size but only three miles long, so you can imagine the "Gingerbread" that must be on the plans. This company is pursuing a policy of hiring all men through the hall and this is welcomed by the Brothers who are still waiting. We will be pleased to see this going full bore as soon as possible, as the adjoining job is in the cleanup stages now and will provide the jobs for these Brothers in the southern area.

These jobs are about all that are going in this area due to the tight money, in fact our Brothers in the plants are lucky to get their full week in. One possible bright spot in the area between Redding and Red Bluff would be the building of two large earthfill dams on Cottonwood Creek for flood con-

trol and water storage. These are in the feasibility study stage at present but will possibly provide some exploratory work in the next couple of years if funding becomes available. The Army Corps of Engineers is the contracting authority and anticipate construction costs approaching \$90 million.

If these two projects and the proposed Allen Camp Dam and Canals in Modoc County develop into anything more than "Pipe Dreams" the work picture after 1980 will be good for eight to ten years.

The California Division of Highways will not increase spending in this area next year as most of the rough stretches are finished through the mountains.

The Weed bypass and the job between Antlers and Riverview are the only ones scheduled for bidding during 1970 as far as we are able to tell at this time.

Our district meeting (July 16) was well attended by many Pensioners in our area who were pleased to hear of the Pension increase. All of the Brothers present expressed interest in the very beneficial modifications to the Health and Welfare Plan, especially the eye care addition.

We Brothers here in Redding would appreciate any political influence that any of the Brothers possess being put to use in obtaining additional funds for the area. At the present time there are a large number of Brothers living in our six county area out of a population in this area of about 80,000 (the same as the city of Vallejo). We have a very large area here and do need additional support from all our Brothers to keep any of our very vital projects going in this area. So write those letters and be counted.

As the election of Officers is of utmost importance to all of us, remember to cast your ballot as soon as you receive it and get more of the Brothers to cast theirs. The strength of any Organization is solidarity and the only way that solidarity can be shown in our widely spread out area is to get a very strong mandate when the polls are closed and the ballots counted. No Member of this Organization has any legitimate excuse for not voting and showing his support of His organization.

NRLB Rule

Continued from page 7

election sought by the Meat Cutters. The company had said it would supply a list of eligible voters 45 minutes before the polls opened, on condition that the list would not be made available to the union for campaign purposes.

Judge Brown made two findings based on the Supreme Court ruling: first, the board's order to produce a name-and-address list is "a valid order which must be obeyed by an employer"; second, the board may ask the District Court to order the employer to obey its request for a list.

In another development, the NRLB itself applied the Supreme Court ruling in ordering the Ohio Casualty Insurance Co. at Hamilton at furnish the Office & Professional Employees with a complete address list of employees eligible to vote in an NRLB election.

Job Openings

The Bureau of Labor Statistics reports that employment growth and older worker retirements are expected to open about 3½ million jobs each year through the mid-1970's.

Oakland Boom Continues

Continued from page 6

erations Office, it was disclosed recently.

Two sizable contracts — one valued at \$159,000 and the other at \$149,494—were awarded the Berkeley contracting firm of Ahnger, Fornoff & Bradford. The contracts cover renovation of a high explosive chemistry laboratory at the mammoth nuclear research facility, the construction of a small amount of modifications of the Mocho Water Pumping Station.

Under a \$186,200 project, the Pacheco-based Gil Construction Company is authorized to construct a marine biology laboratory building.

Sacramento's PMI Corporation was awarded a \$123,888 contract to make a number of miscellaneous mechanical utility improvements at the installation.

Cortelyou & Cole, Inc., Mountain View, is scheduled to construct a mechanical technician shop in accordance with the \$82,200 contract they were awarded.

The California Highway Commission has pledged \$930,500 for the improvement of two southern Alameda County highways.

The projects will provide for the widening of a portion of Crow Canyon Road from two lanes to four, and similar improvements on the Alvarado-Niles Road.

Crow Canyon Road, a major link between Interstate 580 and Interstate 680, will be widened to a four lane divided road from Manter Road to just north of Greenridge Road. Work will include the replacement of three bridges by a culvert 1,500 feet long to carry Crow Canyon Creek under the road, the installation of traffic signals and highway lighting.

Alvarado-Niles Road will be widened on the two miles between the Nimitz Freeway and Decoto Road for the predicted traffic increases resulting from the construction of a BART station in Union City, the growth of the adjoining Industrial Park and Subdivision activity in the area.

The state will pay \$500,000 of the estimated \$1.7 million for the construction on Crow Canyon Road, with the county expected to pay the rest. The state and city will each contribute half of the estimated cost of \$861,000 for the Alvarado-Niles Road improvement.

Al Clem, Business Manager of Local No. 3 and International Vice president, wishes to express his sincere thanks to the members of Local No. 3 who donated their time and labor, and made it possible for the citizens of Livermore to have a new Rodeo arena. This new arena will benefit all the horse loving people of the Livermore Valley. It is open to the general public for use and is not connected with the large Rodeo arena of Livermore. Some twenty five members of Local No. 3 donated their labor and equipment on this project. We also wish to congratulate Brother Ed Cardoza on his being elected Vice president for this newly formed community arena.

By ALEX CELLINI

Quarries, Equipment Dealers, . . . Plants and Scrapyards

Rock, Sand and Gravel industry in Alameda and Contra Costa Counties has dropped off quite a bit for this time of year. Most of the quarries are making material for jobs and projects in the area but not too much of the other materials being loaded out.

Equipment Dealers are very busy at this time with all the dealers working overtime in shops parts and outside servicemen, keeping the contractors equipment in the field running and distribution moving.

Pacific States Steel and American Forge are busy with some of the Brothers taking their vacations, the other Brothers taking up the slack and getting some overtime.

The Scrap Iron industry has not let up since last writing with scrap ships waiting. Howard Terminal is busy with freight ship and trucks.

By BOB MAYFIELD

Big Jobs on Top Finally Let . . . Eastern Contra Costa County

Two jobs anticipated to be let have finally gotten off the ground. At Martinez a big dispute between the Contra Costa County Water & Sewer District and the City of Martinez concerning each's share of that cost delayed a \$2,000,000 sewer job to the Ernest Pestano Company for some time. Their internal differences were finally resolved and the show is on the road with the Richard Yackley Company working as a sub-contractor making pads and pioneering the full length of this job. The pipe line itself is going in as soon as the pipeline right-of-way can be brought to grade.

The other job let was obtained by the Perini Corporation. They were the lowest of six bidders for this fine new freeway section and their low bid was \$8,200,000. This section has almost four million yards of dirt and sand to be moved and is expected to be one of the finest dirt jobs to come along in some time. At the present time no pre-job conference has yet been held. However, by the time this article reaches press we fully expect this job to be in progress and we have high hopes of putting a great deal of the good brothers out on this job.

As reported in the past month's paper, all sections of the BART system are in full swing and going at a steady pace and will continue in this manner until inclement weather hits once again.

Another large gathering was on hand at the recent Semi-Annual meeting held in San Francisco at the Marines Cooks and Stewards Hall. To the engineers of Upper Contra Costa County and Oakland who attended and helped make this meeting a success I would like to extend my personal thanks for attending.

By DON LUBA

In and around Oakland there is a good deal of activity. There have been no big job starts in recent weeks but some good size jobs are still in progress and many small jobs are going at this writing. Independent Construction of Oakland is well into their San Leandro reservoir job. They have approximately 400,000 yards to move on this one.

Gallagher and Burk have many small jobs going and are keeping many of the brothers busy.

Bay Cities Excavators of El Cerrito are doing a lot of small jobs in the Oakland area and are in full swing on the Acorn project of the Oakland Redevelopment Agency.

Ransome out of Emeryville has a great number of small paving jobs going.

Kaiser Steel topped out on their twenty-eight story Ordway building for Turner Construction a couple of weeks ago. This was a real good job for brothers Ed Ilsley and Tommy Thomson and Mac McKelvie on the derricks. A good amount of overtime was picked up on this job.

Pomeroy's yard in Alameda was bustling with activity very recently outfitting and equipping a barge for their job in Alaska.

Pomeroy's job at Laney College has come to an end after approximately eight months of good

steady work for the brothers. Some of the crew has moved in on the Kaiser hospital job for Pomeroy where they will drill and set the precast piles for the new twelve story addition. Pomeroy has finished the new dock facilities at middle harbor for Sea Train Lines of New Jersey. This new facility is one of the contributing factors that keeps Oakland ranked third in the world as a great shipping port.

Houben Industries of Los Angeles has moved in and is erecting two new 45-ton container loading cranes on the new docks. The erection of these bridge cranes is a chore in itself. Houben utilized four of San Jose Crane and Rigging's cranes, and one of Bigge's. The erection was coordinated around San Jose Cranes, "Big Moe." This machine is very unique in many ways. For this particular lift it packed 130 feet of stick, which isn't a great deal of boom by most standards, but when considered that this boom is made of six and a half inch square box tubing, and T-1 steel for a bonus strength, we have about the stoutest boom in the truck crane field. This same pick was made with a six part line of 1,000 feet of inch and one eighth cable. This machine was the only one ever built by Pierce Portland of Portland, Oregon. It is powered by a 200 horse Cummins diesel through a torque converter to the two main drums only. The drum brakes are air controlled and the brakes are manually controlled or also powered down by reversing through the torque converter. The swings and boom hoist are by hydraulic power. Long time member of Local "3," Bob Marr operates this monster, assisted by Bob Rivas.

Humble Oil

Continued from page 7

million four hundred thousand dollars of work.

Curtis V.I.C. Corporation has a three hundred million dollar land scraping job on hiway 80 in Solano County. The state hiway commission has adopted the route for conversion of 4.6 miles of present four lane expressway to a six and eight lane freeway on interstate 80 between Dixon and Davis, but will not be started until money is available. The cost will be eight to ten million dollars.

Planning and design are underway for reconstruction of Columbus Parkway from hiway 80 to Blue Rock Springs Park. A call for bids for this job is expected to be advertised in October.

M.G.M. had the low bid for the reservoir pumping station and supply mains project for the city of Benicia.

There are a lot of small jobs running in Solano and Napa counties at present, and several more to be let in, in the very near future.

Detour

Continued from page 10

Enterprises has subbed the C.T.B. and paving and Universal Soil has their C.T.B. plant in operation on this project.

Piombo Construction Company's job at Trinidad is finally getting out of the mud and starting to do some finish grading.

Guy F. Atkinson's Eureka to Samoa bridge job is moving right along and they have 50% of their 54 inch concrete piling in place. The "Mr. Guy" barge is now working in the Samoa channel. They have been going two shifts on the pile driving on land on the Eureka & Samoa side, and are also putting on footing rings and pouring columns and caps.

Plenty Of Work, Few Deer In District No. 10

By RUSS SWANSON and
BOB WAGNON

The work season and deer season are back in full swing. The hunt for work has been much easier than the hunt for deer. So, to give you a little briefing of the work picture in District 10 we will start by telling you where the majority of work is in Mendocino County.

Peter Kiewit on our Highway 101 job next to the Humboldt County line has broken ground in a hurry. They already have their clearing and have two shifts running on their dirt work, employing approximately 100 Engineers. This is a two season job, 1969 and 1970. We were glad to see this job go on a two-day shift basis, as it helped our long out of work list.

Dropping down Highway 101 a little further south we have the Vinnell Corp. rebuilding another section of Highway 101. This job is employing about 150 Engineers on a one-shift basis. We are hoping that by the time this goes to press it will also be on a two-day shift to further help our out of work list. However, they have encountered numerous obstacles, primarily wet spots in the section of new road.

We mentioned in last month's article that they were having difficulty, and they are still plagued by the same problems. Hope these are cured in the near future.

Dropping still further down south on 101 at our Piercy project, which the Guy F. Atkinson Co. has been working on the past two seasons, the dirt work is starting to wind up. There is still a tremendous amount of work left on this job, but, it will be primarily finish work from now on, plus some extra on slides. We still have 125 brothers on this job, but that will change shortly.

The Brooktrails project at Willits, which is a huge land development being done by Mendocino Constructors is a beehive of activity. The companies that comprise Mendocino Constructors are: Thomas Constr. Co. from Fresno, who are doing the dirt moving; Ebert Spartan Co. from San Jose, who are doing all the underground work; and H. Earl Parker Co. from Marysville and LaMalfa Constr. Co. from Ukiah joined forces on the bas rock and paving. Thomas Constr. Co. has about three weeks left of dirt moving and they will be finished. However, the other com-

panies involved have the rest of the summer.

At Willits, at the Willits highway by-pass job; Bragato Paving is just about finished with their portion and Arthur B. Siri Co. will be taking over to do the finish work, which is the rock and paving. Siri has moved in the crusher and is busily making rock for this job at present.

Over in the Lake County area is our Hidden Valley Project, which is also a land development, things have slowed down due to work finishing up on the units that were under contract. However, this work picture will change as Lange Brothers were the successful bidders on the next units in the development which went for a little over one million. That is all we have to report for the County, except watch for the rattlesnakes.

In Napa County, things are about the same as in our last writing, except that the Huntington Brothers job at Yountville has the crusher going, making base rock on a two shift basis.

J. E. Robinson Co. up at Lake Berryessa as of last report from them are about 50% completed.

Vinaco Constr. Co. who are doing the underground, are just getting a good start. It will take most of the summer to finish here.

Around home base in Sonoma County there are no big jobs to report, but numerous amounts of activity on jobs of \$100,000.00 and less. This type of job takes up the slack around the big jobs. We would like to see lots more of them bid.

All of our Rock Plants and Shops are running at full tilt, especially the rock plants. By the reports from them, it is not what you do at one job, it is what you do all year that counts.

As we close this article we would like to say a word of caution, as this is the vacation season and there is a tremendous amount of traffic on the highways. Even if you have to start ten minutes ahead of time, it may save your life.

WHAT DO THEY DO

Although the "one-horse buggy" has virtually vanished from the American scene, the nation will nevertheless require 600 new blacksmiths every year through the mid-1970's, according to the Bureau of Labor Statistics.

San Jose Construction At New Peak In July, August

By BOB SKIDGEE, HARLEY DAVIDSON, MIKE KRAYNICK and JACK CURTIS,
Business Representatives

F & M Contractors, Inc. from Santa Cruz were bidders on a steel water main on Green Valley Road. \$86,017 was the low bid price.

Awarded to Dougherty Pump and Well Contractors from Salinas, a well on Harkins Slough Road in Santa Cruz. Low bidder at \$5,000.

Award to Granite Construction Co. from Watsonville to resurface Mill Street, Lomand Street, and Pine Street in Santa Cruz, approximately 4 miles, \$39,934.

Granite was low bidder of \$138,165 for construction on Riverside Drive on Sanitation Sewer System.

Granite Construction Co. was low bidder of \$31,715 in Monterey for removal of a concrete rubble groin and removal of booth pier and clean up of the beach from Monterey Harbor.

Granite low of \$11,270 on a slide in Iris Canyon in Monterey.

Granite was awarded a contract in Salinas for construct slope protection for Nacimineto Dam location on the Nacimineto River near Bradley. This job went for \$114,207.

Award to S & D Construction Co., \$40,307 in Salinas for improvements on No. 1 Treatment Plant.

Al Roberts low at \$36,514 for construction on Blackie Road in Castroville. Al Roberts is a Salinas contractor.

Award to Granite Construction Co. \$20,175, Salinas Contractor, for constructing fence and cattle guards in San Antonio near Lockwood.

Granite Construction Co. of Salinas was low at \$71,251 for constructing downtown parking lot in Salinas.

Granite Construction Co. is going full blast on their paving operations in King City. They have a full oil paving crew and their concrete paving crew. Approximately 35 engineers going on this project at this report.

Jess Harrison in San Ardo is still going strong in the oil fields building roads and paving.

The July construction scene here is hot as a firecracker with many



BIRDSEYE VIEW of new Park Center Plaza now building in San Jose, California. A number of Local Union No. 3 members are busy with E. A. Hathaway Co. and Carl N. Swenson Co., Inc., putting this new multi-million dollar project together.

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communities showing building permits well above last year's record high.

The biggest new highway contract went to Granite Construction and Solte, Inc., a Watsonville joint venture, for \$2,422,092. This will widen Bayshore Freeway (U. S. 101) from four to six lanes between Santa Clara Street and Guadalupe Parkway. Another link of the Capital Expressway will be built with a contract for \$673,271 to A. J. Raisch Paving Co. The project will run for three-fourths of a mile from Sinclair Freeway (Route 680) to just south of Story Road. The link eventually will run to Aborn Road.

In downtown San Jose, a \$3.81 million contract was awarded to Peter Kiewit Sons Co. of Concord and Pieter Kiewit Sons Co. of Concord to construct a business classroom building at San Jose State College. The project will involve a 10-story building to be linked by an open terrace. In the Park Center redevelopment project, Wells Fargo took out a \$1.9 million permit for their nine-story office tower at the corner of Market and San Fernando Streets. The foundation has been under construction for several months.

Cupertino's building boom forged ahead when a \$3,077,800 permit was issued to Sears-Roebuck for their new store at Wolfe Road and Stevens Creek Boulevard. It will be built by Aberthaw Construction Co. of South San Francisco who has already started site work at the Vallco Industrial Park. W. D. Smith has the dirt work on this job. A separate Sears Automotive Center will be built by the same company for \$475,200.

Also in Cupertino, work has started on the \$276,000 program facility for Northwest YMCA at Park Avenue and Saich Way. Contractor is Frazier Construction Co. and William Heddey is architect for the 13,000 sq. ft. building, built hexagonally around a large outdoor multi-purpose amphitheater.

A commercial secretarial college will be built at 4585 Stevens Creek Boulevard in Santa Clara by Sawyer College of Business for \$300,000. General Recorded Tape in Sunnyvale has negotiated a contract to build its new \$750,000 office building at 1286 Lawrence Station Road to Johnson and Mape Construction Co.

Schonher Management Co. of Palo Alto has started construction on a \$2 million apartment complex near the intersection of Lawrence Station Road and El Camino Real

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in Santa Clara to be known as "Station House 101."

Work in the San Jose area is at its peak, with freeways, housing projects, underground pipelines and various types of commercial buildings.

The tallest building between San Francisco and Los Angeles, The Towers, is being constructed by Fred Shade and Pittsburgh Des Moines Steel Company. It will be 19 stories high and consist of business offices. The cost will be approximately \$3 million. There are six brother engineers working on this job.

Another development well under way is the Park Center Plaza, being built by E. A. Hathaway Co. and Carl N. Swenson Co., Inc. On San Carlos Street, Carl N. Swenson is building a five-story building and underground parking. The parking area will hold 325 cars. The structure consists of 292,667 square feet and the cost is \$5 million. There are five brother engineers on this job and the job should be finished in March, 1970.

The Sand and Gravel plants are going in full capacity so this looks like a very good year for all the engineers.

Alameda De Las Pulgas Will Be Widened

Redwood City councilmen have awarded a \$111,700 contract to the L. C. Smith Company to widen Alameda de las Pulgas from two to four lanes between Woodside Road and Fernside Avenue in Redwood City. The project is expected to be completed this summer and to relieve a traffic bottleneck in that area.

TRAINING PROGRAMS UP

The Labor Department's manpower training programs have increased more than 100-fold since the establishment of the Manpower Development and Training Act in 1962. Only 11,900 trainees participated under MDTA in its first year but by 1968, 1,287,000 men, women, and young people participated in a variety of manpower training programs operated by the Department.

AN OLD CUSTOM

The Labor Department reports that union labels have been in use for 95 years. The Cigar Makers International Union was the first to use one back in 1874.



ANNUAL MEETING of Operating Engineers Local Union No. 3 Credit Union followed the semi-annual meeting in July. Highlight of the meeting was the Credit Union's first printed and illustrated Annual Report which documented the outstanding growth of the Credit Union since it was first established by International Vice President and Local Union 3

Business Manager Al Clem in 1964. Shown above are some of the officers of the Credit Union and include (l. to r.) James "Red" Ivy, CU Treasurer; P. H. McCarthy, Legal Counsel; T. J. "Tom" Stapleton, Secretary; Dale Marr, President; and Norris Casey, Special Accounts Representative.

New Utah AGC

Continued from page 1

UPGRADING						
Classification	Old Group	Wage 7/5/69	New Group	Wage 7/6/69	Wage Increase Per Hour	Wage Increase Per Day
Gradesetter	1	\$ 4.15	2	\$ 4.56	41¢	\$ 3.28
Truck Crane Oiler. 2		4.32	3	4.83	51¢	4.08
Heavy Duty Repairman and Welder—						
Permanent Shop 4		4.68	4A	4.98	30¢	2.40
Tractor Operator (Sheep's Foot) . 6		5.05	7	5.42	37¢	2.96
Side Boom Operator	6	5.05	7A	5.42	37¢	2.96
Asphalt Plant Engineer	7	5.14	7A	5.42	28¢	2.24
Engineer, Crushing Plant . 7		5.14	7A	5.42	28¢	2.24
Tractor Operator (To D7)	7	5.14	7A	5.42	28¢	2.24
Loader Operator (Over 2-5 Yds.) . 7		5.14	8	5.69	55¢	4.40
Self-Propelled Boom Type Lifting Device ... 7		5.14	8	5.69	55¢	4.40
Heavy Duty Repairman or Welder	8	5.39	8A	5.69	30¢	2.40
*Tractor Operator (Over D7)	8	5.39	8A	5.69	30¢	2.40
Motor Patrol	8	5.39	9	5.79	40¢	3.20
Tower Crane	8	5.39	9	5.79	40¢	3.20
Loader Operator (Over 5-12 Yds.) 8		5.39	10	5.89	50¢	4.00
DW-10, 20	9	5.49	10	5.89	40¢	3.20
Universal Equipment Operator ... 8		5.39	10	5.89	50¢	4.00
Tractor (Tandem Scrapers)	8	5.39	10	5.89	50¢	4.00
Foreman	10	5.58	11	6.19	61¢	4.88
Loader Operator (Over 12 Yds.) . 8		5.39	11A	6.83	\$1.44	\$11.52
(*Formerly Tractor Operator D-8 and similar was in Group VII) ... (7) (5.14) (8A) (5.69) (55¢) (4.40)						



FIRST OF THREE RATIFICATION meetings on the new AGC-Utah contract was held in Salt Lake City last week. In the top photo International Vice President and Business Manager Al Clem briefs membership on the new contract. In the second photo members of the negotiating committee, President Paul Edgecombe, Clem and Vice President Dale Marr, answer questions from the floor and in the bottom photo Marr explains area and application of an increased subsistence clause that was won for the membership.



CLEM (continued)

Continued from page 2

We have had a series of meetings with the officials of the State, County and Municipal employees over jurisdictional problems. These are people who are in dire need of a militant organization to help them secure a decent wage for the work they perform, and, in addition we must from necessity help these people in their hour of need. Each piece of road building equipment which is under the direct control of the State, County and City poses a threat to the job opportunities for the members of our Union for if these wages are not kept in line with those contained in the contracts, it goes without saying that rather than contracting the work out to our Engineers the political subdivisions will endeavor to do this work by day labor.

We have received word during the past month that the wages contained in the model agreement in the construction industry on the Island of Guam have been approved by the Labor Department as the prevailing wage. While the wages are nothing to brag about, this is indeed a great step forward for the working people in this portion of our jurisdiction. Manuel Guerrero, the former Governor of Guam and a long-time friend of Local 3, has been replaced by the present administration by Carlos Camacho whom we hope we will be able to work with.

We are now in the process of negotiating an agreement with the combination of contractors who are building a power house in Guam and we are hopeful that this will be consummated by the time you receive this issue of the paper.

The work picture throughout our jurisdiction is improving immeasurably. During the past four weeks there were 3,723 people dispatched and we have been extremely busy in other negotiations throughout the territorial jurisdiction of our Local Union.

During the past month we attended a meeting in Reno which was called for the purpose of assessing the activities of the representatives of your organization in this area. The meeting was well attended and the issues were discussed thoroughly and I feel sure that everyone has a better understanding of the problems at hand. It is only by this type of cooperation can our Union continue to grow and prosper. As I tell so many of the Brothers at the Union meetings, which many of you are unable to attend, your Local Union is one of the best respected Local Unions in North America. This achievement could only have been accomplished because you have worked together so diligently with your administration to bring this about.



Non-Farm Workers

The Federal-State Employment Service System placed more than 5.7 million workers in non-farm employment in 1968. Of the total, 4.2 million were under 22 years of age; 1.5 million were over 45; 4.7 million were female; 544,000 were physically or mentally handicapped; and 1.1 million were veterans, 120,000 of them disabled.

CEP's Wide Program

The Labor Department's Concentrated Employment Program (CEP) operates in 81 cities and 13 areas with high concentrations of unemployment. CEP brings together all U.S. Department of Labor manpower services to help disadvantaged persons find and hold steady jobs.

Laster Training

Among the hundreds of occupations for which the disadvantaged are being trained in the Job Opportunities in the Business Sector (JOBS) program is that of Desma laster. This is the fellow who tends a battery of "Desma" combination lasting and molding machines, which mold rubber outsoles onto fabric uppers to make low-top sports shoes.

CLOTHING FOR REFUGEES

Brother Joe Astorga is asking his Brother Engineers to help him to get clothes (especially children's clothing), house furnishings, etc. to refugees in San Salvador, his home country. San Salvador has received approximately 15,000 Salvadorians displaced from Honduras as a result of the war between those countries.

Brother Astorga is collecting materials to give the refugees a new start, working with the Red Cross which will deliver the clothes to San Salvador. If you have anything to donate, please call Joe Astorga at 334-8533.

Personal Notes

SAN RAFAEL

Our best wishes go to the following brothers who are on the "sick list":

Brother Ray Silva at Merritt Hospital; Ray Hotchkiss, who is now at home convalescing from recent surgery; Fred Jensen who was confined at Marin General recently.

Our condolences to Brother Jim Kolesar on the recent loss of his father John Kolesar, on June 17th who was a member of Operating Engineers, and on the loss of Jim's mother who passed away July 14th.

Congratulations to Brother Jim Wilson on his recent marriage; to Bro. Mike Rogers on becoming a proud papa of a son.

Deepest sympathy to Brother Bud Trask whose wife passed away.

Best wishes to Brother Ed Frey who pensioned out recently—Happy Retirement, Ed!

Bouquets to Brother Fred Jensen—who was granted a Gold Lifetime Membership Card at the July 12th semi-annual meeting. Brother Jensen has just recently retired on Local 3's Pension. The best of everything to him!

Bouquets to Miss Nanette Hantzsch who resides in Tiburon on being selected as recipient of Local 3's scholarship award. Her father, Paul Hantzsch, a member of Local No. 3 is also an instructor at The College of Marin for our Apprenticeship Program.

NEVADA

Daniel Manha, injured in an industrial accident and hospitalized for approximately a week, is recuperating at home. We all wish Dan a very speedy recovery.

We are saddened to report the following members' passing:

Alfred Mabrier, retired, Crane Operator for 21 years. Brother Mabrier passed away after a short illness on June 18, 1969.

James W. Munson, a long time employee of Anaconda Co., passed away after a short illness on June 18, 1969.

Tracy M. Horn, of Gabbs, Nevada, passed away after a lengthy illness, June 20, 1969.

William B. Hutchins, long time member, passed away after a lengthy illness, July 10, 1969.

We all extend our deepest sympathy to the families and friends of these Brothers.

FRESNO

Brother Luke McKnight is back on the job for Sequoia Rock after being accidentally burned last April. Luke has had many painful skin grafts on his legs and he says he is real glad to be back on the job again.

Brother Jim Jackson is home from the hospital now recovering from his plane crash. We hope to see him back on the job very soon.

We wish a speedy recovery to Brother Jack Spencer who is in the hospital.

Our deepest sympathies are extended to the families and friends of Brothers Oluf Newton, Tommy Adams, Clay Bledsoe and Roy Brown who have recently passed away.

Many thanks to Brother Larry Daniels for his donation to our blood bank.

SACRAMENTO

Our condolences to the families and friends of Brothers Bruce Farrow (6/17/69), Thomas Henderson (6/10/69), Robert McKelie (6/21/69), and Leland Hurd (6/16/69).

-SAN JOSE-

We now have a total of 53 pints in our Blood Bank in the four counties. Bob Long has received his pin for donating 3 gallons of blood to our Blood Bank.

(S.) Buster Territo is in the hospital. Thurman Cagle is out of the hospital and will be home recuperating for several months.

We want to extend sympathies to the families of our deceased Brothers John J. Lennon and John M. Thornhill.

45 Million Protected

Most of the 45 million workers throughout the United States who are protected by the minimum wage provisions of the Fair Labor Standards Act are also due time and one-half pay for each hour worked over 40 in one week.

PES Offers Help

The Labor Department reports that local offices of the Public Employment Service offer specialized help in finding part-time work for retired people needing to supplement their income.

Rehabilitation Discharge?

For the 1.5 million men and women holding general or "other-than-honorable" discharges from the Armed Forces, the Department of Labor offers a special service which might make them more acceptable to employers. The Department will help them get an Exemplary Rehabilitation Certificate, documenting their good behavior over a three-year period.

That's A Lot of Bread!

The Labor Department reports that the Job Opportunities in the Business Sector (JOBS) program expects to place 614,000 hard-core unemployed individuals in jobs in 125 cities by June, 1971.

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE

CLEAR LAKE OAKS COTTAGE—For sale. Ideal for summer home or retirement. Large living area with full fireplace; all electric modern kitchen; beautiful view overlooking lake; fully enclosed porch; two bedrooms. Owner will finance. Don Kinchloe. Ph. 837-7418.

WOODED CORNER LOT 1/2 acre on paved streets in Redding. Can be divided for building 2 homes thereon. All utilities \$6,500. Joe M. Paulazzo, 5608 Ocean View Drive, Apt. 2, Oakland, Calif. 94618. Phone 652-6240. Register No. 865537. 6-1.

LAKE BERRYESSA LOT, all utilities in, gorgeous view, access to lake for launching and dock. Low down payment, owner will finance. Phone 366-0539 or write to Roy E. Faris, 96 Redwood Way, Atherton, Calif. 94025. Register No. 702244. 6-1.

TAHOE PARADISE FOR SALE. 1/4 acre level wooded lot. Utilities in. Sewer assessment bond paid. Near recreation facilities, golf course and lake. \$6,750. Terms. W. P. Wickham, 115 West MacArthur, Sonoma, Calif. 95476. Register No. 1062039. 6-1.

67 MERCURY MARQUIS loaded with extras. 30,000 mileage. Will trade for pickup same model or later. Vern Sorenson, San Jose 297-9566. Register No. 0251990. 6-1.

WILL SWAP A 1965 FORD CUSTOM 6 with air cond., good cond. for vac. trailer, or sell for \$800. Roy Woody, 460 N. Jefferson St., Dixon, Calif. Phone 678-3268. Register No. 347177. 6-1.

BOAT FOR SALE. 18' Sportline Cruiser, all glass, 120 HP, continental trailer. Convertible canvas, power trim, complete instrumentation. Chemical head, compass, electric horn, two 18-gal. tanks. \$5,500. Save \$500. 1969 model. Pat Patrick, 19736 Royal Avenue, Hayward, 276-2291. Register No. 698733. 6-1.

CHAMPION SIRE pure white German Shepherd pups for sale. K. L. Christensen, 1849-52nd Street, Sacramento, Calif. 95819. Register No. 0754274. 6-1.

FOR SALE one 24-inch Barton Walnut Huller used one season \$500. D. V. Case Tractor w/hydraulic pump, new tires \$500. Grape duster on trailer w/ Briggs & Stratton engine \$200. Phone 632-3570 or see Douglas Bratton, 4113 N. Washington Road, Turlock, Calif. 95380. Register No. 828691. 6-1.

REGISTERED POODLES for sale. Papers available. 3 males two apricot, one black & silver party, two female, black, may turn silver. Whelped April 13, 1969. Leo A. Davis, Lone Star Trailer Court No. 9, Newman, Calif. 95360. Phone 862-2282. Register No. 0824688. 6-1.

FOR SALE 600 lineal ft. small R.R. track. Telephone (415) 223-2937. Al Pierzina, 1054 Lindell, Richmond, Calif. 94803. Register No. 745237. 6-1.

MOBILE HOME 10/57 foot 3 BR for sale or trade for land in Arkansas. J. P. Davis, 2837 Eucalyptus Ave., Patterson, Calif. 95363. Register No. 0892454. 6-1.

BEAGLES male 10 months beautiful, healthy, registered, champion stock, papers. Good with children. Hunting, show dog, or what have you. Make good pet. Registered, papers, champion. Forced sale. Phone evenings 276-2291. Pat Patrick, Register No. 698733. 6-1.

1967 FORD 1/2 TON PICKUP FOR SALE. Wheelbase, 208 HP V8 engine, custom cab w/de luxe foam rubber seat, 18,500 miles, \$1,550. Mel Jensen, 1229 Oleander Ave., Chico, Phone 343-6147. Register No. 987215. 6-1.

SALE OR TRADE three 1946 to 49 Ford 6-cyl. truck engines, \$50 each or trade. Al Troy, (415) 589-3075. Register No. 924992. 6-1.

LAKE COUNTY TEN ACRES. On Noble Ranch, trees, view, road, water, good terms. \$1,200 per acre. Owner will accept note. James H. Allen, P.O. Box 6807, Clearlake Highlands, Calif. 95422. (707) 994-3649. Register No. 1308962. 6-1.

1968 HONDA MOTORCYCLE 450 cc with Mediterranean blue plastic sidcar containing stereo. Excellent care, 3640 miles, lots of chrome, equipment with multicolored special gas tank. Can be seen at 455-41st Ave., San Francisco, or call Kenneth Mahoney, 386-6543. Register No. 883769. 6-1.

FOR SALE: WELSH PONIES, registered and grade, plus pony cart and harness. Gordon W. Hunt, Georgetown, Calif. 95834. Phone 333-4638. Register No. 535847. 6-1.

FOR SALE: Mack Tractor and End Dump, low bed, white diesel, dual drive, 10 yd. dump truck. Tilt trailer, A.C. maintainer. Will trade for real estate or 20-24' wide mobile home. Phone (209) 532-9761. Register No. 1181676. 6-1.

FOR SALE: 23 ft. Travelize trailer, like new, air cond., carpet, awning. John F. Davis, 1215 Cooper Drive, Manteca, Calif. 95336. Phone 823-7090. Register No. 785225. 6-1.

RETIREMENT or weekend mobile home, 10 x 55 two BR two bath expando, furnished. Screened porch, boat house, storage shed, 60 x 90 lot. Two blocks from lake at Clear Lake Oaks. \$11,500. J. C. Enos, 1032 Aberdeen Dr., Livermore, Calif. 94550. Phone (415) 447-4950. Register No. 620122. 6-1.

FOR SALE: Chicago Promatic Air Compressor, 210 CFP. Diesel, 48H Caterpillar on trailer \$450. Gardeners Work/Golf Cart \$200. Schramm comb. tractor-compressor 107 CFM, rock air drill attachment \$1,000. Call after 6 P.M. 223-6489. Arthur Parks, 5838 Robin Hood Drive, El Sobrante, Calif. 94803. Register No. 1058474. 6-1.

SEVEN ACRES, home w/3BR, two baths, well, irrigation water, oak trees, ideal for horses. Gordon W. Hunt, Georgetown, Calif. 94634. Phone 333-4638. Register No. 535847. 6-1.

COMPLETE EQUIPMENT for lawn mowing and saw sharpening shop. \$1,600. mtrn. Ideal supplement to income. P.O. Box 8, Alamo, Calif. 94507. Phone (415) 837-2579. Register No. 1152912. 6-1.

ROTARY RIG, Cable Tool Rig. Call or write for price. Charles Criswell, 240 NA St., Tulare, Calif. 686-5520. Register No. 0918845. 6-1.

FOR SALE: Set taps 1/4" to 1 1/4" Starter-Bottom set pipe taps 1/4" to 2 1/4" most new. Other tools, set dies 1/4" to 1", Phone AN 4-8647, San Jose. Register No. 0432603. 6-1.

FOR SALE: 1967 Great Lakes, 60 x 12, 2 BDRM, 1 1/2 bath, \$1,000. Equity includes lg shed, aluminum awning and skirting, porch steps. Will trade equity for camper trailer. Kenneth A. Lawrence, 322 Toron Way, Santa Rosa, Calif. 95401, (707) 544-0986. Register No. 1058441. 6-1.

BUNGALOW FIVE ROOMS furnished on one acre, garage, two other buildings—berries, fruit, garden, ample water, elect., phone, near Grass Valley. \$11,500. No. 26 Canyon Road, Mail Box 307, Cedar Ridge, Calif. 95924. Daniel McGeever, Reg. No. 403010. 7-1.

FOR SALE: 1963 FORD Fairlane 6 cyl., 4-door sedan. Excellent condition, low mileage. \$350. John Davis, 6145 Wildhires Valley Road, Napa, Cal. 94558. Phone 707/226-9108, Reg. No. 1137549. 8-1.

FOR SALE: Cat 12 Motor Grader, Hydraulic Side Shift, Parts 1H4454, Cylinder Guard Group No. 1H5051, Left & Right Brackets, Parts 1H4459 & 1H4457, plus most of the Line Group can be mounted on "T" Series blade with Hydraulic Steering and 80-C Series. Good Condition—\$250 cash. Lloyd J. Brooker, 3015-198 Bayshore Blvd., Redwood City, Calif. 94063. Phone: (415) 369-5489. Reg. No. 0290869. 7-1.

FOR SALE: 8-yd. 2-axle dump pup trailer—\$2800. Fruehauf bottom dumps air gates. \$700 for set. Ludwig Bethart, 41223 Roberts Ave., Fremont, Calif. Phone: (415) 656-1149. Reg. No. 1030397. 7-1.

FOR SALE: Large Oak covered level lot half-way between Hwy. 50 and High School on Ponderosa Rd., Shingle Springs, Calif.—\$2095, or trade for car, pickup or camp trailer. Alfred Seaton, 502 Wiley Lane, Grass Valley, Calif. Phone: 273-8263. Reg. No. 1181794. 7-1.

FOR SALE: 1959 G.M.C. two ton dump truck, good condition. \$1,395. Dean H. Bailey, 2500 Mar Road, El Sobrante, Calif. Phone: 223-0241. Reg. No. 529325. 7-1.

STINGER CRANES, one-man operation. 2-ton with 40' boom \$3,000. 5-ton with 75' boom \$7,000. Call evenings 257-3311 or write to George Duralia, 4917 Placewood Court, San Jose, Calif. Reg. No. 1174998. 7-1.

1965 283 V-8, 4 barrel, excellent condition, new paint, good tires. De luxe cab, lots of chrome, punched rims. Original owner—\$800. Gene Mendes, 5355 Radele Ct., Fremont, Calif. 94536. Phone: 793-3155 after 5:30 p.m. Reg. No. 879752. 7-1.

FOR SALE: One lot 200' x 100' on oil road at Roseburg, Oregon. Price: \$650. Contact Claude Morris, 1529 Tanner Rd. Sp. 38, Los Banos, Calif. 93635 or Phone 826-3209. Reg. No. 0724840. 7-1.

REGISTERED ARABIAN MARE and two fillies. Will trade for one truck or cattle of equal value. Vernon L. Dye, Rte. 2, Box 82-C, Sonoma, Calif. 95370. Phone: 532-4495. Reg. No. 1192118. 7-1.

24-FT. OWENS: '59 full canvas. Depth sounder, head, galley, water sking equipment, fresh water. \$3,000. C. J. Rosin, 157 W. Alameda, Stockton, Calif. Phone: (209) 465-2754. Reg. No. 0876187. 7-1.

REDDING AREA: 2.79 acres off Rock Creek Road, approx. one mile from Whiskey Town Reservoir and one mile from Old Shasta. Electricity on property, water available. Only \$2,200. Contact Mike Kraynick, 3385 Irlanda Way, San Jose, Calif. 95124. Phone: 266-7502. Reg. No. 595211. 7-1.

WRINGER TYPE WASHER: 3 yrs. old, seldom used. Bought \$149; will sell for \$80. Contact James Fagundes, 18501 Bollinger Canyon, San Ramon, Calif. 94583. Phone: 837-6212. Reg. No. 1027821. 7-1.

FOR SALE: Two Caterpillar 14A's equipped for clearing. Owner retiring, have good job prospects. Phone: 342-3185. Clarence Baker, 1254 Orchard Lane, Chico, Calif. 95926. Reg. No. 0839581. 7-1.

FOR SALE: Welding and Machine Shop. Complete line of welding, machine shop equipment. Stock of steel, bolts, nuts. Phone 276-2291. (916) 678-2702. Reg. No. 1152779. 7-1.

ONE TON 1969 FORD bobtail truck with fifth wheel. Double axle semi-tilt bed trailer, 10 ton cap. Massey Ferguson 30W tractor, with 15' Parsons backhoe. Take all for \$8,000. Call Al Haney, 475-5490, Santa Cruz, Calif. Reg. No. 908564. 7-1.

FOR SALE OR TRADE for pick-up, 1965 Mustang convertible, 24,000 miles. V6. Rally-pac, power steering/top. Exc. condition. One lady owner. \$1,200. Haugnes, 955 Esmeralda, S.F. 94110. Reg. No. 775471. 7-1.

1963 CASE BACKHOE, 3 new rams and new motor. \$4,200. TD9 Dozer with 8' blade \$3,500. W. L. Maddox, P.O. Box 58, Los Banos, Calif. 93635. Phone: (209) 820-0884. Reg. No. 1043556. 7-1.

FOR SALE 13 ACRES eight miles from downtown Reno. In City water district, 7 taps installed. Donald Malone, 5450 Sidehill Drive, Sparks, Nevada. Phone: 358-4368. Reg. No. 0880040. 7-1.

SALE OR TRADE BACKHOE AND CAT. M-F 320 backhoe, loader on diesel, 1100 hrs. on mach. Like new. Trade for 40 ton transport, late 3-axle dump or water truck. Cat D-8H 46A Hyd. dozer, tilt, ripper, Medford top. Completely rebuilt by Cat, new undercarriage. Trade for prop. or ? Call 697-4117 after 7 p.m. Vern Davenport, 1303 Vista Grande, Millbrae, Calif. Reg. No. 993919. 7-1.

LOT FOR SALE or trade for late model car or pickup and camper. Out of Twain Hart in Cedar Ridge. Call (415) 454-8441. E. C. Tucker, 33 Lansdale Avenue, San Anselmo, Calif. 94960. Reg. No. 730418. 7-1.

WOODED RETREAT for sale. Half mile from city limits in heart of Mother Lode. Approx. 7 acres. New two-bedroom home, excellent soil, natural surroundings, all utilities, readily available. Phone: 273-8131. C. C. Conner, Box 131-A Butler Rd., Grass Valley, Calif. 95945. Reg. No. 1075413. 7-1.

COUNTRY STORE and gas station near Table Rock Lake, 5 miles from Crane, Mo. fronts two busy roads. Concrete block bldg. approx. 30' x 40' incl. small living quarters, 6 1/2 acres. Gross approx. \$25,000. Price \$17,700, down payment \$6,000. Includes \$3,000 inventory and equipment. Phone: (415) 897-3706. Novato, Calif. or (417) 723-8833. Crane, Mo. Reg. No. 1058414. 7-1.

FOR SALE: All around J18 Tamper, engine overhauled Wisc. \$325.00. Phone: (916) 487-3957. Jay Crownoble, 3911 Cayente Way, Sacramento. Reg. No. 870831. 7-1.

FOR SALE—1967 Pan Pacific Trailer house self-contained, tandem wheels, sleeps 5. \$2,695 or trade for late model 21 to 23 ft. self-contained with tandem wheels, twin beds or full bed, 821 Latimer Avenue, Modesto or phone 524-7842. Reg. No. 649249. 7-1.

REAL ESTATE for sale or trade. Two 1/2 acre bldg. sites near Lake Tahoe \$4,500 each or trade for acreage, equipt., late model pickup, etc. W. M. Grace, 417 Greenwich Lane, Modesto, Ca. 95350. Reg. No. 1324939. 7-1.

FOR SALE—3 BEDROOM, 1 bath, garbage disposal, fenced yard, cement drive, landscaped, garage convertible to family room, back to deluxe 2-car garage. Carpets, drapes. Dino A. DiMarzio, 1215 Eldorado Avenue, Santa Cruz, Cal. 95060. Reg. No. 1158894. 7-1.

SNAP ON 3/4" socket set with case. Greenfield Pipe threader No. 2 with 1 1/4, 1 1/2 and 2" dies. \$20 each set. Phone 333-2136. George Dickinson. Reg. No. 361196. 7-1.

FOR SALE—1968 BULTACO Pursang. New engine, 5 ports, Microseal, etc. Spare seat, fire chain, etc. with trailer. Lew Pitts, 2111 Pullman Ave., Bel-New engine, 5 ports, Microseal, etc. mont. Cal. Phone 591-6635. Reg. No. 309679. 7-1.

DUCK HUNTERS ATTENTION. 2 year old Labrador Retriever, female, spayed, Excellent water dog, loves children. Must sell. \$300. Ron Bernhardt, Fremont. 415/657-0136. Reg. No. 1199067. 7-1.

FOR SALE—TELEVISION console 21" screen Zenith, good. \$30.00. Temp. electric service pole, ready to use \$30.00. Antique love seat, claw front feet, collectors item. Charles W. Sharp, P.O. Box 155, Smartville, Ca. 95977, telephone 639-2318. Reg. No. 509859. 7-1.

FOR SALE—1/2 ACRE flat lot 100 x 180 water, city gas, on road, 1/2 mile from Mandrea Beach. Terms. 475-8714 Dino A. DiMarzio, 1215 Eldorado Ave., Santa Cruz, Cal. 95060. Reg. No. 1158894. 7-1.

FOR SALE—MASSEY FERGUSON 202 Bull tractor with 220 Backhoe, 4 buckets. Ford F600 6 yd. dump. Both in good condition. No reasonable offer refused. Call 415/994-0078 after 6 p.m. Reg. No. 1164979. 7-1.

FOR SALE—3 BEDROOM HOME on 2 1/2 acres. Fireplace, family orchard, piped water from hiway, 300 feet off paved county road. Off Colfax Hiway 5 mi. east of Grass Valley, Cal. 95945. Art Ring, Rt. 2, Box 1392. Phone 273-6628. Reg. No. 0574300. 7-1.

SALE OR TRADE TRI-PLEX 3 yrs. old. All electric kitchens, drapes, carpets, dishwasher, garbage disposals, two 2 BR, one 3 deluxe, two bath. Priced for quick sale. Ray Chamis, phone 533-1806. 4109 Santa Rita St., Oakland, Cal. 94601. Reg. No. 991149. 7-1.

VOLT-OHM-MILLIAMMETER 260 Series Simpson Voltage Ranges, D.C. 0-250 mv to 5000v. AC 0-25v. 0-5000 v. AF 0-2-5v to 0-250v and carrying case. Bill Meisenheimer, 729 Nason St., Santa Rosa, Calif. Phone 544-2766. \$30.00. Reg. No. 486183. 8-1.

HEARING AID Arcard Model like new. Cost \$325 new, will sell for \$75.00. Bill Meisenheimer, 729 Nason St., Santa Rosa, Calif. Phone 544-2766. Reg. No. 486183. 8-1.

FOR SALE TWO BUCKEYE TRENCHERS and Lowboy Chevrolet truck. Phone (209) 838-2887. Nelson Schneider, 20187 McHenry Ave., Escalon, Calif. 95320. Reg. No. 0915764. 8-1.

INDIAN HEAD NICKELS 1936 and 1937. Dates clear; also five nickels with big "S" on the back. Ivan J. Shuey, P.O. Box 10, Brookings, Oregon 97415. Phone 469-2257. Reg. No. 1288111. 8-1.

SHASTA COUNTY RETREAT, 15 acres, tall oaks and pines, secluded, rolling hills and flat land. \$6,000, \$450 down. \$50/month. 7% int. I will finance balance. Phone (916) 357-2241. William A. Asher, Reg. No. 1014517. 8-1.

DRUMS: LUDWIG. Gold metal flake with \$140 worth of cymbals. Stool cost \$150. \$400 takes. Perfect condition. Phone 934-8237. Gary Schalesky, 1910 San Luis Road, Walnut Creek, Calif. Reg. No. 0027069. 8-1.

FOR SALE CAMPER Travel Queen, 10' cab over 2 1/2 gal. water tank. Fits any 8' pick up bed. Ready to go. \$650. Jim Daigh, 2328 Orleans Dr., Pinole, Calif. Phone (415) 738-0765. Reg. No. 394870. 8-1.

FOR SALE: BARDEN BUMPER-wrap around, drop-in type. Tail lights, back-up lights, center trailer hitch. \$35.00. Gene Mendes, 5355 Radele Ct. Fremont, Calif. 94536. Phone 793-3155. Reg. No. 879752. 8-1.

POLAROID CAMERA Model 250 and portrait kit, close-up kit, self-timer, UV filter cloud filter, flashgun, fitted compartment case. \$135.00. Bill Meisenheimer, 729 Nason St., Santa Rosa, Calif. Phone 544-2766. Reg. No. 486183. 8-1.

BON AIRE CAR COOLER 12 volts \$25.00. Bill Meisenheimer, 729 Nason St., Santa Rosa, Calif. Phone 544-2766. Reg. No. 486183. 8-1.

SMALL COMPRESSOR Briggs Stratton motor, \$95.00. Troy Manzer, Jr., 6100 Foothill Blvd., Oakland, Calif. Phone 568-8513. Reg. No. 0766500. 8-1.

FOR SALE: TRUCK VAN BODY 8' x 8' x 29' aluminum w/double swinging doors in rear; used as portable shop. \$350.00. John R. Franklin, P.O. Box 2021, Dublin, Calif. 94566. Phone 828-7191. Reg. No. 1076473. 8-1.

FOR SALE: two 5+ acre parcels, level, one with pipeline irrigation, road frontage in S. Sacto. Co. in country. After down payment, 6% on balance. Write Joe Landis, Rt. 2, Box 831, Galt, Calif. 95632. Phone 745-1726. Reg. No. 0317668. 8-1.

Pensions Due To Increase In October

Clip & Save

MEETINGS SCHEDULE

1969 Schedule of Semi-Annual, District and Sub-District Meetings	
SEMI-ANNUAL MEETINGS	
JULY	
12	San Francisco, Sat., 1:00 p.m.
DISTRICT & SUB-DISTRICT MEETINGS	
AUGUST	
14	Oakland, Thurs., 8:00 p.m.
19	Stockton, Tues., 8:00 p.m.
26	Sacramento, Tues., 8:00 p.m.
27	San Jose, Wed., 8:00 p.m.
SEPTEMBER	
16	Fresno, Tues., 8:00 p.m.
18	Ukiah, Thurs., 8:00 p.m.
19	Salt Lake City, Fri., 8:00 p.m.
20	Reno, Sat., 8:00 p.m.

District & Sub-District Meeting Places	
San Francisco, Engineers Bldg., 474 Valencia St.	Sacramento, C E L & T Bldg., 2525 Stockton Blvd.
Eureka, Engineers Bldg., 2806 Broadway.	Fresno, Engineers Bldg., 3121 E. Olive St.
Redding, Engineers Bldg., 100 Lake Blvd.	Ukiah, Labor Temple, State Street.
Oroville, Prospectors Village, Oroville Dam Blvd.	Salt Lake City, 1958 W.No. Temple.
Honolulu, YWCA Community Rm., 1040 Richard St.	Reno, Musicians Hall, 120 W. Taylor St.
Hilo, Hawaii Tech. School, 1175 Manono St.	Marysville, Elks Hall, 920 - D St.
San Jose Labor Temple, 2102 Alameda Rd.	Watsonville, Veterans Memorial Bldg., 215 - 3rd.
Stockton, Engineers Bldg., 2626 N. California.	Santa Rosa, Veterans Bldg., 1351 Bennett St.
Oakland, Labor Temple, 2315 Valdez.	Provo, 165 West 1st North.
	Ogden, Teamsters Hall, 2538 Washington Blvd.

Off Welfare Rolls

The Department of Labor's Work Incentive Program is successfully moving people off the welfare rolls into jobs. Since the program started in 1968, more than 34,000 persons have enrolled for training in 34 states, the District of Columbia, Guam, Puerto Rico, and the Virgin Islands.

NYC Helps 1,700,000

In its four years of existence, the Neighborhood Youth Corps—an antipoverty program administered by the U. S. Department of Labor—has given work experience and training to more than 1,700,000 young Americans.

\$2 Billion Assist

Unemployed workers in the 50 States, the District of Columbia, and Puerto Rico received unemployment insurance benefits totaling more than \$2 billion in 1968, according to the U.S. Department of Labor.

Self-Help Assistance

During 1968, the State Employment Service offices placed 303,000 men and women with physical or mental disabilities on productive jobs which enable them to be self-supporting, the Labor Department reports.

CREDIT UNION

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San Francisco, Calif.
Phone: 431-5885

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IMPORTANT

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

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Incomplete forms will not be processed.



Senate Commends Clem

Continued from page 1

journeyman trainees and apprentice members of the union. There are some 27,000 Operating Engineers in the Northern California area and a total membership of some 35,000 in Local 3's jurisdiction covering Utah, Northern Nevada, Northern California, Hawaii and Mid-Pacific Islands.

The Senate Resolution commending Clem was offered by Senators Short, Marks and Moscone and the text stated:

WHEREAS, Al Clem, International Vice President and Business Manager of Operating Engineers Local Union No. 3, International Union of Operating Engineers, AFL-CIO, with the cooperation of his union membership and the support of the construction industry under the auspices of its joint Apprenticeship Training Program, has established a training program at Rancho Murieta, Sacramento, California, to upgrade and multiply the skills of its membership; and

WHEREAS, The leadership of Al Clem inspired both the heavy equipment operators' union and the construction industry of northern California to enthusiastically support this self-help training program; and

WHEREAS, This program is staffed by carefully selected skilled, veteran members of Local Union No. 3, most of whom are giving freely of skills acquired through a lifetime of work contributing to the growth of the great American West; and

WHEREAS, This program is expected to dramatically close the growing gap between the supply and demand for increasingly skilled operators in the booming \$60 billion construction industry; and

WHEREAS, This training program will provide the State of California with another "first" in excellent labor-management cooperation and will be an example for the rest of the nation to follow in order to produce badly needed skilled manpower through similar self-help programs; now, therefore, be it

RESOLVED by the Senate of the State of California, That the Members commend Al Clem for his inspired leadership and selfless contributions to his union, his state and his country; and be it further

RESOLVED, That the Secretary of the Senate transmit a suitably prepared copy of this resolution to Al Clem.

Resolution read, and adopted, on motion of Senator Short.

Older Skilled

Despite a nationwide shortage of skilled workers in many occupations, the abilities of older people often are overlooked. Employers should consider the reservoir of talent in this older age group which their years of experience have enhanced.

Rehab Does Work

The Labor Department reports that for every dollar spent to rehabilitate a disabled person, his lifetime earnings are increased by \$35—part of which is paid back in Federal and States taxes. Rehabilitation and employment can make our handicapped citizens tax-payers—not tax-eaters.

\$250 Each Month Is New Top Scale

International Vice President and Local Union No. 3 Business Manager Al Clem has announced the details of an upgraded Pension plan that will increase maximum pensions from \$225 per month to \$250 per month and provide across the board increases for those already on the pension rolls.

The new plan will go into effect on 1 October, 1969 and the following breakdown should assist those covered under the plan in computing their pension credits, however, the Pension Trust Administrator is expected to provide a more detailed and comprehensive booklet on the subject shortly. Individual determination can be made by contacting the administrators.

In general the plan is as follows:

MEMORANDUM

Effective October 1, 1969 all current pensioners and new pensioners will again be granted an increase in their monthly payments.

(a) All retirees with pensions effective after October 1, 1969 will receive monthly pensions based on the current collective bargaining agreement contribution amount. A few examples of these amounts are:

Contribution Rate	Years of Credit	Amount Per Year	Monthly Pension
.50 per hour	25	\$10.00	\$250.00
.50 per hour	22	10.00	220.00
.40 per hour	20	9.25	185.00

(b) All retirees with pensions effective between July 1, 1969 and September 30, 1969 will have their pension amounts adjusted to the higher amounts available after October 1, 1969 for new retirees. A few examples of these amounts are:

		Monthly Pension	
Contribution Rate	Years of Credit	July-Sept. 1969	After Oct. 1, 1969
.50 per hour	25	\$225.00	\$250.00
.50 per hour	20	180.00	200.00

(c) All retirees with pensions effective before July 1, 1969 will be given an increase of approximately 3%.

RECIPROCITY

You are again reminded that this Union and Pension Trust Fund have entered into reciprocity agreements with other similar engineer pension funds in this area and that your work record in the area serviced by the reciprocity trusts will be taken into consideration when you apply for your pension. It is therefore important that you keep a record of all work performed as an operating engineer.

WELFARE BENEFITS FOR RETIREES

Effective August 1, 1969 the Major Medical benefit for each retiree and spouse will be increased to \$10,000 in lieu of the previous maximum of \$5,000. This benefit increase will provide a greater measure of security for all retirees in view of the ever increasing costs for medical-hospital care.

Also effective August 1, 1969 each retiree and spouse will be entitled to Vision Care. This new benefit will allow you to go to any oculist or optometrist for eye examinations and lenses and frames. The cost to you for whatever benefits are received is limited to \$7.50. An explanatory pamphlet of this new benefit and the applicable procedures for filing claims, as well as the provisions for repeat usage and other conditions, is being printed and can be obtained at your business offices after August 1, 1969.

FINANCIAL INFORMATION

The pension trust now receives contributions of approximately one and a quarter million dollars per month plus earnings on its assets. Each month annuity certificates are purchased for all approved pensioners. These certificates are your guarantee that your monthly pension amount will continue for the maximum period granted.

Currently the trustees have allocated trust assets as follows:

Stock Investments	\$13,869,017 (Cost)
(Market Value: \$15,135,720)	
New York Life Annuity Contract	15,427,175
New York Life Retired	
Life Reserve	26,395,540
Real Estate Investments	1,643,750
Other Assets	665,801
	\$58,001,283

Your Pension Fund continues to be maintained on a sound financial basis. As you know, it is extremely important that the assets and reserves of the fund be maintained at sufficient levels to meet our future obligations which will continue to grow substantially since this Pension Trust is relatively new.

Your Pension Plan has been improved whenever possible within the available financial structure. The Trustees will continue to practice as sound money managers in order to provide the best pension plan benefit schedules and conditions that can be purchased within these principles.

Still Out of Work

Although the national unemployment rate was down to its lowest level in nearly two decades in 1968, the Labor Department reports that about 11 million workers were unemployed at some time during that year.