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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

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HAPPY SCHOLARSHIP WINNER is Kathleen Flosi as she receives a \$6,000 check from International Vice President Al Clem during presentation ceremonies at the recent State Building Trades Conference in San Francisco. Miss Flosi won the four year scholarship sponsored annually by the International Union of Operating Engineers. Her father is a mem-

ber of Local Union No. 3, IUOE, AFL-CIO, of which Clem is the business manager. Applauding the presentation are (l. to r.) Jim Twombly, secretary-treasurer of the State Building Trades Council and director of the Western Conference of Operating Engineers, and Jimmy Lee, president of the State Building Trades Council.

Daughter of Local Union 3 Member Wins IUOE's \$6,000 Scholarship

All the younger generation isn't going to pot.

Take Kathy Flosi, for instance, the recent winner of the International Union of Operating Engineers \$6,000 four-year scholarship award. She's pert, pretty, intelligent and dedicated to her family and her school. She even loves her country. In short, Kathy is a straight, the hippie generation's synonym for a good, old-fashioned girl.

Kathleen Flosi is the 18-year-old daughter of Brother Harry and Jeanette Flosi of Pinole, Cal. Brother Flosi has been a member of Local Union 3 for the past twenty years. Kathy recently graduated from Pinole Valley High School after spending her senior year abroad, having won the American Field Service Scholarship. She joined the American Abroad Students and studied at the O.L.V. Visitation School in Gent, Belgium, where she learned to speak Flemish Dutch.

Kathy was a straight 'A' student through high school and a member of numerous academic clubs. She has been a Girl Scout since she was seven and belongs to the Order of Rainbow Girls. She has studied the accordion for many years and sings and accompanies herself on the guitar.

Winner also of the four-year California State Scholarship, Kathy was the recipient of the 2nd place Elks Lodge award,

and then won the regional and the national scholarship, a one-year award.

Though math and teaching have long been her primary academic and career interests, since returning from Europe, Kathy has become more interested in International affairs.

Presentation of the IUOE Scholarship Award was made at the annual State Building Trades Conference by International Vice President Al Clem, also Business Manager of Local Union 3, and Jim Twombly, Secretary of the State Building Trades and Regional Director of the IUOE.

Her father has worked for Williams & Lane for some 20 years and the Flosi's have three other children, Pamela, 16, brothers Dennis, 13, and Greg, 7.

No, the Kathy Flosies of today don't make headlines. They are not featured on the late, late talk shows, nor are they lionized by the swingers. Neither

will the Kathy Flosies make a million dollars overnight having babies out of wedlock; posing in the nude for magazine center spreads; or leading campus revolutions; however, one thing the Kathy Flosies will do—keep the American Dream alive. They will also reassure the thousands of hardworking parents that the sacrifices they make for their children and their children's future need not be in vain. That the sick few don't constitute the image of the nation's young.

Yes, Mother and Dad, there is a real Kathy Flosi, thousands of them, and they, with your continued faith, will determine the future of America and contribute greatly to the betterment of the world.

Thank you, Kathy Flosi!

(kse)



Wage, Fringe Gains Are Called Best Ever

By KEN ERWIN

A three-year package that will raise wages and fringe benefits by almost three dollars and fifty cents an hour by 1973 has been unanimously ratified by Northern Nevada members of Operating Engineers Local Union No. 3 according to an announcement by Business Manager Al Clem.

Calling it the best package ever negotiated in Northern Nevada, Clem said the new three year pact with Associated General Contractors in that state also included upgrading of a number of job classifications; many beneficial language changes, and a 25 cents an hour in the subsistence allowance.

Clem also pointed out that the apprenticeship conditions had been strengthened and that Local 3 members working under ground had gained hazardous duty wage increases. Special gains were made for the members in steel fabricating and erecting work tying their wage increase to that of the California Master Agreement effective July 15, 1971.

Eleven meetings were held between the union and the employers' association and Clem praised the diligent work of the Local 3 team which besides himself included President Paul Edgecombe, Vice President Dale Marr and Local 3's Northern Nevada District Representative Bill Releford, recently elected union guard.

A 3-year summary of wages and fringes includes:

GROUP	Wage Increase Per Hr.	Add. Wage Increase Per Hr.	Total Wage Increase Per Day	Total Wage Increase Per Day	Total Fringe Increase Per Day	Total Increase Per Day Wages & Fringes
1	7-1-70	1-1-71	1-1-71	1-1-73	1-1-73	1-1-73
2	32c	32c	\$5.12	\$12.80	\$10.48	\$23.28
3	34c	34c	5.44	13.60	10.48	24.08
4	35c	34c	5.52	13.76	10.48	24.24
5	37c	36c	5.84	14.64	10.48	25.12
6	37c	37c	5.92	14.96	10.48	25.44
7	38c	38c	6.08	15.20	10.48	25.68
8	39c	38c	6.16	15.44	10.48	25.92
9	40c	40c	6.40	16.00	10.48	26.48
10	41c	41c	6.56	16.32	10.48	26.80
11	42c	42c	6.72	16.80	10.48	27.28
11A	43c	43c	6.88	17.36	10.48	27.84
11A	47c	47c	7.52	18.96	10.48	29.44

Area 2 wage rates were increased 25c per hour.

A detailed breakdown of all changes includes:

Classifications and Rates contained in the Northern Nevada Area AGC Master Agreement

		Straight Time Hourly Wage Rates					
		Effective Dates					
Classifications		7-1-70	1-1-71	7-1-71	1-7-72	7-1-72	1-1-73
GROUP 1							
Area 1		\$5.44	\$5.76	\$6.08	\$6.24	\$6.56	\$6.72
Area 2		\$6.44	\$6.76	\$7.08	\$7.24	\$7.56	\$7.72
Brakeman, Deckhand, Fireman, Heavy Duty Repairman Helper, Oiler, Partsman (heavy duty repair shops, parts room when needed), Switchman, Tar Pot Fireman. All the above are Assistant to Engineer.							
GROUP 2							
Area 1		\$5.68	\$6.02	\$6.36	\$6.53	\$6.87	\$7.04
Area A		\$6.68	\$7.02	\$7.36	\$7.53	\$7.87	\$8.04
Compressor Operator (Electrically, diesel or gas powered, etc.), Material Loader and/or Conveyor Operator (handling building materials, Pick-up Oiler (Truck Crane) (effective 7-1-71), Pump Operator, Tar Pot Fireman (power agitated).							
GROUP 3							
Area 1		\$5.83	\$6.17	\$6.51	\$6.68	\$7.03	\$7.20
Area 2		\$6.83	\$7.17	\$7.51	\$7.68	\$8.03	\$8.20
Box Operator (Bunker), Concrete Curing Machines (streets, highways, airports, canals), Conveyor Belt Operator (Tunnel), Engineer Operating Plant (500 K.W.), Fireman Hot Plant, Hydraulic Monitor, Lubrication and Service Engineer (Mobile and Grease Rack), Mixer Box Operator (Concrete Plant), Motorman, Oiler (truck crane), (effective 1-1-73), Rodman or Chainman, Rotomist Operator, Screedman (except asphaltic or concrete paving), Screedman (Barber-Greene and similar) (asphaltic or concrete paving) (moves to Group 4 effective 1-1-71) (moves to Group 5 effective 7-1-71)							
GROUP 4							
Area 1		\$6.17	\$6.53	\$6.90	\$7.08	\$7.45	\$7.63
Area 2		\$7.17	\$7.53	\$7.90	\$8.08	\$8.45	\$8.63
Ballast Jack Tamper, Ballast Regulator, Ballast Tamper Multi-Purpose, Boxman (asphalt plant), Concrete Mixer Operator, Skip Type, Dinky Operator (Assistant to Engineer required), Fork Lift (construction job site), Gradesetter, Grade Checker (moves to Group 5 effective 7-1-71), Line Master, Ross Carrier, Screedman (Barber-Greene and similar) (asphaltic or concrete paving) (effective 1-1-71) (moves to Group 5 effective 7-1-71), Skip Loader Operator (under 1 cu. yd.), Tie Spacer							
GROUP 5							
Area 1		\$6.31	\$6.68	\$7.05	\$7.24	\$7.62	\$7.81
Area 2		\$7.31	\$7.78	\$8.05	\$8.24	\$8.62	\$8.81
Concrete Mixers (over 1 cu. yd.) Concrete Pumps or Pumpcrete Guns, Elevator and Material Hoist (1 drum), Gradesetter, Grade Checker (effective 7-1-71), Pavement Breaker or Tamper (with							

See more NEVADA CONTRACT HIGHLIGHTS page 3



*Collectively
Speaking
with Al Clem*

The month of July has been one of many negotiations. The major negotiations which were concluded was that of the Nevada AGC which you will note printed in its entirety in another section of this paper.

After many sessions with the Employers representing the Rock, Sand and Gravel industry and three (3) other labor unions, we were finally able to consummate an agreement which was submitted to the membership in Livermore on Sunday, August 9 which was ratified by an overwhelming majority. This agreement is one of the best agreements we have ever secured in the Rock, Sand and Gravel industry, in spite of the fact that there is some unemployment in this industry.

When you are negotiating with other crafts it takes considerable longer than if we were just speaking for the Operating Engineers for it seems that other crafts have problems affecting their particular situation.

In the negotiations with Employers from the Nevada AGC, it was agreed that we would have our own Health and Welfare Trust, so during the past month it was necessary to hold a meeting setting up this Board of Trustees and approving a schedule of benefits for the members working in the State of Nevada. On Thursday, August 6 such a meeting was held and the Board of Trustees were selected and a schedule of benefits approved.

We also had a meeting with the Board of Trustees in the State of Hawaii where the schedule of benefits was approved in this plan also.

While in Honolulu we held the first meeting with the Employers in the construction industry to discuss the forthcoming negotiations. The contract provides that it be opened to discuss wages and fringe benefits however, inasmuch as the Employers have agreements with the other crafts in the State of Hawaii, it was agreed that we would submit an agreement to them for the next two (2) years. During the latter part of August we will be in negotiations in the State of Hawaii endeavoring to hammer out an agreement for the employees in this industry. While there we will also meet and discuss with the Employers from Guam certain agreements which are now open in Guam for negotiations.

It seems that we have had a rash of grievances with some of our contractors in Northern California which we hope to resolve in the coming weeks. Many of these grievances are dealing with misassignment of work. If you notice an employee on the job other than a member of Local 3 operating equipment which rightfully belongs to the members of our Union we would appreciate your notifying your Business Agent immediately. If you hear of a piece of equipment coming into the project also notify your Business Agent for only by working together can we preserve all job opportunities which may rightfully come to us.

No doubt you have read in the paper or heard on the radio that Governor Reagan has requested that the President release 200 million dollars worth of monies for highway work. This is a direct result of our meeting with the Governor and his staff and setting forth our problems of unemployment. When talking to the Governor he also tells us many of the problems he has in trying to cope with the welfare problems.

We assured him that the members of our union were not interested in welfare — we were interested in jobs. Unfortunately this is not altogether true in other sectors of our society for we have people who are on this welfare kick so they think they have reached the promised land, and they are reluctant to become acquainted with the word "work". We do not think this is exactly right. We believe that the aged, crippled and the needy should be taken care of but the able bodied and the welfare chiselers should be also taken care of in an entirely different sort of way. If there are job opportunities for them, they should be given a choice — to perform dignified labor at a decent living wage scale or be cut off the dole. The cutback by the national administration, particularly in the defense industry, has created a problem for many people in our jurisdiction. We also happen to know

See MORE COLLECTIVELY SPEAKING page 16

Local 3 Engineer Discovers Prehistoric Tusk In PCA Pit

By ALEX CELIUNI

EQUIPMENT DEALERS
SCRAP YARDS, PLANTS
AND QUARRIES

Brother Joe Rohrer, scraper operator for Pacific Cement and Aggregates—Eliot Plant, Livermore, displays a large chunk of a prehistoric mammoth elephant tusk which he found when harvesting material in the pit area that is approximately 120 feet deep.

Brother Rohrer found two huge tusks and part of a jaw bone. One piece of the tusk was 12 feet long and 12 inches in diameter.

A University of California scientist said that the mammoth elephant lived in California 8,000 to one million years ago and estimated the age of the fossil in Brother Rohrer's hands at 20,000 years.

The only other big finds that we are looking for now are in the form of more work for our dealer shops and other plants.

By BOB HAVENHILL

OAKLAND AND
VICINITY

Well, Brothers, it looks like President Nixon and Governor Reagan may have come to the realization that unemployment is not the best way to combat inflation. They are starting to break loose with some money for some badly needed construction projects; and, brother it's about time.

The National Unemployment ratio is 6 per cent while the unemployment ratio for the construction trades is in 20 per cent plus bracket. It's a sorry day when highly skilled journeyman operators, carpenters, plumbers and electricians, etc., can't work simply because the monies needed to finance the jobs, which I might add are also desperately needed, is cut off with the explicit intent of keeping those same craftsmen from earning a living. What say you Brothers.

The downtown Oakland is going pretty good now and we are moving quite a few of the brothers off the out-of-work list; however we don't have any real big dirt jobs at the present time and that's where we are suffering the greatest. There are several high-rise projects going on in various stages of completion with more due to break.

The underground work and demolition on the Downtown Redevelopment Project is progressing as planned and we hope the movies will be released soon to get on with the rest of the job. This will be one of the biggest jobs we've seen hit the area and will help get a lot of the members off the list.

The new Seventh Street Terminal of The Port of Oakland is sure coming along great with C. W. Roen Co. busy on the underground work while O. C. Jones is doing the grading. Rigging International has completed the erection of the new containerized cargo handler with the help of Murphy Pacific's "Marine Boss." Anyone who has not seen this rig is missing something good. She has a lifting capacity in excess of 500 tons. One lift was the 240 ton, 226 foot long boom for the cargo handler and was done as easily, or at least it certainly ap-

peared easy, as a 75 ton truck crane pouring concrete with a yard and a half bucket.

The blood bank is still in sad shape and will remain so until you good Brothers get off your hindside and get down there with sleeves up.

Speaking of ranches, Rancho Murieta Taining Center is waiting to fill your more practical needs such as retraining and new training, with free room and board. Don't waste the time you might have if you are among the unemployed.

By JOHN NORRIS

UPPER CONTRA COSTA
AND ALAMEDA

The work picture in this area hasn't changed a great deal in the past month. There are a few new jobs around town but they are all fairly small pipeline and reconstruction jobs that don't employ more than four or five brothers on each job.

The Ransome Co. has started work on the McDonald Ave. redevelopment project. Lee J. Imell has started work on the reconstruction of Telegraph Ave. in Berkeley. This is a small job and will be finished before this article is printed.

Underground Construction has a few small jobs in the area. Peter Kiewit's Piledriving division has moved in on the Lathrop McClosky job in Emeryville.

By TOM CARTER

SOUTHERN ALAMEDA
COUNTY

Freeman Sondgroth Construction has a large crew working on the first phase of the Hayward Industrial Park. This is a 100 million dollar development and covers 450 acres of the Old Salz Ranch located on Whipple Rd. in Hayward. This same company is also working on highway 680 from Mission San Jose to Warm Springs in Fremont. Most of the heavy dirt work and grading on this job has been completed and Vickery Co. has moved in to place the cement treated base, plus the paving. Dan Caputo Co. is doing the structure work on this project and at this time they are finishing the last bridge.

Challenge Coast has 14 pieces of equipment working on their housing development in Hayward. This phase of the project will consist of moving 3 million yards of dirt plus the street and underground work.

The State Highway Department is scheduled to open the bids for the new section of free-

way from Santa Rita Road in Pleasanton to Vasco Road in Livermore. This job has nine structures and about 1½ million yards of excavation and fill. The Engineer's estimate for the job is fourteen million dollars.

By HERMAN EPPLER

EASTERN
CONTRA COSTA

Work in this county is holding about the same pace that it has been for the preceding month. There haven't been any big projects in this area for the past month; however, there have been several small jobs awarded and, if a member were to drive through the county, he would see much equipment scattered throughout the area.

The outer areas have some new work. For instance, Brentwood has just completed a new trailer park in that city and now has a water and gas pipe job going locally. Vukasin and Rigisich are the contractors on that job. It's a small job, but every bit counts.

Out in Marsh Creek Trailer Park where several of the brothers live, there is being an additional unit put in. The ground work is being performed by W. G. McCullough Const. Co. There has been a waiting list at all the trailer parks in this area and the additional spaces will be welcomed by many people wanting to move to the country.

The work in the Moraga and Rheem Valley area continues at a fast pace. Independent has approximately 20 brothers working there and Gallagher & Burk has about the same number on their payroll. Most of the work located up there is for future home sites.

Peter Kiewit is still working in Lafayette on Highway 24 and the BART right-of-way. Those traveling on Highway 24 have seen a new idea come into bridge building. Kiewit has constructed a leaning arch structure which will support the overpass located in Lafayette. This structure, said to look like a church steeple by many people, will be part of the entrance to a short tunnel for the Rapid Transit System.

Apartment building is booming in Concord. Systech Corp. is building another set of units which are located on Monument Blvd., just off Galindo. Also, Duffel has started two hundred units on Detroit Ave. We are looking forward to having many brothers employed on these types of buildings this season.

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Nevada Contract Highlights

(Continued from Page 1)

or without compressor combination), (moves to Group 6 effective 1-7-71), Pavement Breaker, Truck Mounted, with Compressor Combination (Assistant to Engineer required), (moves to Group 6 effective 1-1-71), Shuttle Car, Signalman, Screedman (Barber-Greene and similar) (asphaltic or concrete paving) (effective 7-1-71, Small Rubber Tire Tractors (moves to Group 6 effective 7-1-71)

GROUP 6	7-1-70	1-1-71	7-1-71	1-1-72	7-1-72	1-1-73
Area 1	\$6.38	\$6.76	\$7.14	\$7.33	\$7.71	\$7.90
Area 2	\$7.38	\$7.76	\$8.14	\$8.33	\$8.71	\$8.90

Boom Truck or Dual Purpose "A" Frame Truck, B.L.H. Lima Road Pactor or similar, Chip Box Spreader (Flaherty type or similar) (Assistant to Engineer required), Concrete Batch Plant (wet or dry), Concrete Saws (highways, streets, airports, canals), Highline Cableway Signalman, Locomotives (over 30 tons), Maginis International Full Slab Vibrator (airports, highways, canals, warehouses), Mechanical Burn, Curb and/or Curb and Gutter Machine (concrete or asphalt), Mechanical Finishers or Spreader Machine (asphalt, Barber-Greene and similar) (Screedman required) (moves to Group 7 effective 1-1-72), Pavement Breaker or Tamper (with or without compressor combination) (effective 1-1-71), Pavement Breaker, Truck Mounted, with Compressor Combination (Assistant to Engineer required) (effective 1-1-71), Power Jumbo Operator (setting slip forms, etc., in tunnels), Roller Operator, Self-Propelled Compactor (single engine), Slip Form Pump (power driven by hydraulic, electric, air gas, etc., lifting device for concrete forms), Small Rubber Tire Tractors (effective 7-1-71), Stationary Pipe Wrapping, Cleaning and Bending Machine Operator, Tugger Hoist.

GROUP 7	7-1-70	1-1-71	7-1-71	1-1-72	7-1-72	1-1-73
Area 1	\$6.51	\$6.89	\$7.28	\$7.47	\$7.86	\$8.05
Area 2	\$7.51	\$7.89	\$8.28	\$8.47	\$8.86	\$9.05

Asphalt Plant Engineer (moves to Group 8 effective 1-1-72), Compressor (2 to 6) (electrical, diesel or gas powered), Concrete Batch Plant (Multiple Units) (moves to Group 8 effective 1-1-72), Concrete Conveyor, Building Site, (any assistant shall be an Employee covered by this Agreement), Concrete Conveyor or Concrete Pump, Truck or equipment mounted (Assistant to Engineer required), Boom length to apply, Crusher Plant Engineers, Deck Engineer, Drilling and Boring Machinery, Vertical and Horizontal (not to apply to waterliners, wagon drills or jack hammers) (Assistant to Engineer required), Instrument Man, Korman Loader, Material Roist (2 or more drums), Mechanical Finishers or Spreader, Machine (asphalt, Barber-Greene and similar) (Screedman required) (effective 1-1-72), Mine or Shaft Hoist, Pipe Bending Machines (pipeline only), Pipe Cleaning Machines (Tractor propelled and supported), Pipe Wrapping Machines (Tractor propelled and supported), Portable Crushing and Screening Plants (Assistant to Engineer required), Pumps (2 to 6), Refrigeration Plant, Self-propelled Boom Type Lifting Device (Assistant to Engineer required, except on 10 ton capacity or less), Slusher Operator, Soil Tester (certified), Surface Heater and Planer Operator, Trenching Machine (maximum digging capacity 3 feet depth) (any assistance in the operation, if needed, shall be performed by an Assistant to Engineer), Truck Type Loader, Welding Machines (Gasoline or Diesel) (2 to 6).

GROUP 8	7-1-70	1-1-71	7-1-71	1-1-72	7-1-72	1-1-73
Area 1	\$6.76	\$7.16	\$7.56	\$7.76	\$8.16	\$8.36
Area 2	\$7.76	\$8.16	\$8.56	\$8.76	\$9.16	\$9.36

Asphalt Plant Engineer (effective 1-1-72), Car Passer, Cast-in-Place Pipe Laying Machine, Combination Slusher & Motor Operator, Concrete Batch Plant (Multiple Units) (effective 1-1-72), Dozer Operator, Elevating Grader Operator, Heavy-Duty Repairman and/or Welder, Ken-Seal Operator, Loader (up to and including 2 1/2 cu. yds.), Mechanical Trench Shield, Mixermobile, Push Cats, Road Oil Mixing Machine Operator Wood-Mixer (and other similar Pugmill equipment), Rubber Tired Earthmoving Equipment (up to and including 35 cu. yds. "struck", m.r.c., Euclid, T-Pulls, DW10, 20, 21 and similar), Rubber Tired Scraper, Self Loading (move to Group 9 effective 1-1-71) (move to Group 10 effective 7-1-72), Self-Propelled Compactor with Dozer, Sheepfoot, Small Tractor (with boom), Soil Stabilizer (P&H or equal), Sub-grader (Gurries or other types) (Assistant to Engineer required) (moves to Group 9 effective 1-1-72), Timber Skidder (rubber tire) or similar equipment, Tractor Operator, Tractor Drawn Scraper, Tractor Mounted Compressor, Drill Combination (Assistant to Engineer required), Trenching Machine Operator (over 3 feet depth) (Assistant to Engineer required), Tri-Batch Paver (Assistant to Engineer required), Tunnel Badger or Tunnel Boring Machine Operator (Assistant to Engineer required), Tunnel Mole Boring Machine (Assistant to Engineer required).

GROUP 9	7-1-70	1-1-71	7-1-71	1-1-72	7-1-72	1-1-73
Area 1	\$6.91	\$7.32	\$7.73	\$7.93	\$8.34	\$8.54
Area 2	\$7.91	\$8.32	\$8.73	\$8.93	\$9.34	\$9.54

Canal Finger Drain Digger (Assistant to Engineer required), (In addition to the above, there shall be one (1) Group 9 Operator and one (1) Group 7 Operator), Chicago Boom, Combination Backhoe and Loader (up to and including 3/8 cu. yd.) (Assistant to Engineer required when more than 200 degrees swing), Combination Mixer and Compressor (gunite), Lull Hi-Lift (20 feet or over), Mucking Machine (Assistant to Engineer required), Rubber Tired Scraper, Self Loading (effective 1-1-71) (move to Group 10 effective 7-1-72), Sub-Grader (Gurrier or other types) (Assistant to Engineer required) (effective 1-1-72), Tractor (with boom) (DG or larger), Track Laying Type Earth Moving Machine (single engine with tandem scrapers), Back Hoe (up to and including 1 cubic yard hydraulic) (Assistant to Engineers required) (moves to Group 10 effective 7-1-71) (moves to Group 10A effective 1-1-73), Back Hoe (up to and including 1 cubic yard) (Cable) (Assistant to Engineer required) (moves to Group 10 effective 7-1-71) (moves to Group 10A effective 1-1-73), Cranes (not over 25 tons) (hammerhead and gantry) (Assistant to Engineer required) (moves to Group 10 effective 7-1-71) (moves to Group 10A effective 1-1-73), Grade-Alls (up to and including 1 cu.

yd.) (Assistant to Engineer required) (moves to Group 10 effective 7-1-71) (moves to Group 10A effective 1-1-73), Motor Patrol Operator (moves to Group 10 effective 7-1-71) moves to Group 10A effective 1-1-73), Power Shovels, Clamshells, Draglines, Cranes (up to and including 1 cu. yd.) (Assistant to Engineer required) (moves to Group 10 effective 7-1-71) (moves to Group 10A effective 1-1-73.)

GROUP 10	7-1-70	1-1-71	7-1-71	1-1-72	7-1-72	1-1-73
Area 1	\$7.06	\$7.48	\$7.90	\$8.11	\$8.53	\$8.74
Area 2	\$8.06	\$8.48	\$8.90	\$9.11	\$9.53	\$9.74

Back Hoe (up to and including 1 cu. yd. hydraulic) (Assistant to Engineer required) (effective 7-1-71) (moves to Group 10A effective 1-1-73), Back Hoe (up to and including 1 cu. yd.) (Cable) (Assistant to Engineer required) (effective 7-1-71) (moves to Group 10A effective 1-1-73), Boom-type Backfilling Machine (Assistant to Engineer required), Bridge Crane, Cary-Lift or similar, Chemical Grouting Machine (Assistant to Engineer required), Chief of Party, Cranes (not over 25 tons) (hammerhead and gantry) (Assistant to Engineer required) (effective 7-1-71) (moves to Group 10A effective 1-1-73), Grade-Alls (up to and including 1 cu. yd.) (Assistant to Engineer required) (effective 7-1-71) (moves to Group 10A effective 1-1-73), Derricks (2 Group 10 Operators required when swing engine remote from hoist), Derrick Barges (Except excavation work) (Deck Engineer and Assistant to Engineer required), Euclid Loader and similar types (any assistance required shall be performed by an Employee covered by this Agreement), Heavy Duty Rotary Drill Rigs (including caisson foundation work and Robbins type drills) (Assistant to Engineer required), Lift-Slab (Vagtborg and similar types), Loader (over 2 1/2 cu. yds. up to and including 4 cu. yds.), Locomotive (over 100 tons) (single or multiple units), Motor Patrol Operator (effective 7-1-71) (moves to Group 10A effective 1-1-73), Multiple Engine Earth Moving Machines (Euclids, Dozers, etc.) (no tandem scraper), Power Shovels, Clamshells, Draglines, Cranes (up to and including 1 cu. yd.) (Assistant to Engineer required) (effective 7-1-71) (moves to Group 10A effective 1-1-73), Pre-Stress Wire Wrapping Machine, Rubber Tired Scraper, Self Loading (effective 7-1-72), Self-propelled reservoir-debree equipment floating (200 h.p. and over), Shuttle Car (Reclaim Station), Single Engine Scraper, (over 35 cu. yds.), Train Loading Station, Vacuum Cooling Plant, Whirley Crane (up to and including 25 tons) (Assistant to Engineer required).

GROUP 10A	7-1-70	1-1-71	7-1-71	1-1-72	7-1-72	1-1-73
Area 1	\$7.14	\$7.56	\$7.98	\$8.19	\$8.62	\$8.83
Area 2	\$8.14	\$8.56	\$8.98	\$9.19	\$9.62	\$9.83

Back Hoe (up to and including 1 cu. yd. hydraulic) (Assistant to Engineer required) (effective 1-1-73), Back Hoe (up to and including 1 cu. yd.) (Cable) (Assistant to Engineer required) (effective 1-1-73), Cranes (not over 25 tons) (hammerhead and gantry) (Assistant to Engineer required) (effective 1-1-73), Grade-Alls (up to and including 1 cu. yd.) (Assistant to Engineer required) (effective 1-1-73), Motor Patrol Operator (effective 1-1-73), Power Shovels, Clamshells, Draglines, Cranes (up to and including 1 cu. yd.) (Assistant to Engineer required) (effective 1-1-73).

GROUP II	7-1-70	1-1-71	7-1-71	1-1-72	7-1-72	1-1-73
Area 1	\$7.23	\$7.66	\$8.09	\$8.33	\$8.76	\$8.97
Area 2	\$8.23	\$8.66	\$9.09	\$9.33	\$9.76	\$9.97

Automatic Asphalt or Concrete Slip Form Paver (gradesetter, screedman and Assistant to Engineer required), Automatic Railroad Car Dumper, Canal Finger Drain Backfiller (Assistant to Engineer required) (In addition there shall be two (2) Group 7 Operators), Canal Trimmer (2 Assistants to Engineer required), Cranes (over 25 tons) (Assistant to Engineer required), Highline Cableway Operator, Loader (over 4 cu. yds. up to and including 12 cu. yds.), Multi-Engine Earthmoving Equipment (up to and including 75 cu. yds. "struck" m.r.c.), Power Shovels, Clamshells, Draglines, Backhoes, Grade-Alls (over 1 yd. and up to and including 7 cu. yds. m.r.c.) (Assistant to Engineer required) (2 Assistants to Engineer required on 120B, similar or larger), Self-propelled Compactor (with multiple propulsion power units), Single Engine Rubber Tired Earth-Moving Machine (with Tandem Scraper), Slip Form Paver (concrete or asphalt) (1 Operator and 2 Screedmen), Tandem Cats and Scrapers, Tower Crane Mobile (Assistant to Engineer required), Universal Liebherr & Tower Cranes (and similar types) (in the erection, dismantling and moving of equipment there shall be an additional Operating Engineer of Group 8 rates), Wheel Excavator (up to and including 750 cu. yds. per hour) (Assistant to Engineer required), Whirley Cranes (over 25 tons) (Assistant to Engineer required).

GROUP 11A	7-1-70	1-1-71	7-1-71	1-1-72	7-1-72	1-1-73
Area 1	\$7.97	\$8.44	\$8.91	\$9.15	\$9.63	\$9.87
Area 2	\$8.97	\$9.44	\$9.91	\$10.15	\$10.63	\$10.87

Band Wagons (in conjunction with Wheel Excavators), Loader (over 12 cu. yds.), Multi-Engine Earth Moving Equipment (over 75 cu. yds. "struck" m.r.c.), Operator of Helicopter (when used in construction work), Power Shovels & Draglines (over 7 cu. yds. m.r.c.) (Assistant to Engineer required; an additional Assistant to Engineer is required if the shovel or dragline is electrically powered), Remote Controlled Earth Moving Equipment, Wheel Excavator (over 750 cu. yds. per hour) (2 Group 11A Operators and 1 Assistant to Engineer required; any additional assistance shall be and Assistant to Engineer).

BOOMS. The straight time hourly wage rate of Employees on cranes with Booms of eighty (80) feet or more, including jib, shall be according to the following schedule, and added to the straight time hourly wage rates set out in 01.03.00, and such increase in the straight time hourly wage rate shall apply for the full shift.

	Per Hour
• Booms of 80 feet up to, but not including 130 feet	\$.20
• Booms of 130 feet up to, but not including 180 feet	\$.35
• Booms of 180 feet and over	\$.50

WORKING SUSPENDED. An Employee performing field survey See more NEVADA CONTRACT HIGHLIGHTS page 14

Construction Bids Bill Passed By State Assembly

The State Assembly on July 24 unanimously passed legislation providing for bid processing services in California's construction industry.

Assemblyman George N. Zenovich (D) of Fresno county, author of the bill, said its purpose is to protect subcontractors from "bid shopping and bid peddling practices which penalize the responsible bidder."

Assemblyman Zenovich, who has carried the bill in the past two previous sessions, said he is optimistic that the passage of the measure on the Assembly consent calendar (by unanimous vote) assures its eventual enactment into law.

Last year, the measure passed through the Assembly and Senate only to be vetoed by Governor Reagan.

"This legislation will help to bring order into the relationship between general contractors and subcontractors," Zenovich said. "Under the present law, there are many practices which encourage marginal, irregular bidding, often to the detriment of the consumer. This is a case of the industry trying to police itself by upgrading construction bidding practices."

The measure authorizes the establishment of bid processing services which would receive bids from subcontractors for performance of work in subcrafts and deliver such bids to prime contractors for their use in preparing their prime bids. It leaves to each contractor and subcontractor the right to use or not to use the service on any project. Use of the service would prevent prime contractors from "playing off one subcontractor against another — a practice which plays into the hands of the irresponsible operator" Zenovich said.

Manpower Forecast

Dr. Seymour Wolfbein, first head of the government's Manpower program, predicted recently that the 1975 labor force will total 90,000,000 — an increase of 9 per cent over the current total.

Wolfbein, now dean of Temple University's school of business administration, further expects that the labor force in the United States will total 100,000,000 by 1980.

The number of workers aged 25 to 34 will total nearly 9,000,000 by 1975 compared with a million fewer workers aged 35 to 44 at the same time.

The Facts, Man

A cartoon in The New Yorker, showing a company executive addressing a stockholders' meeting, may be more fact than fun. The executive says:

"And though in 1969, as in previous years, your company had to contend with spiralling labor costs, exorbitant interest rates and unconscionable government interference, management was able once more, through a combination of deceptive marketing practices, false advertising and price fixing, to show a profit which, in all modesty, can only be called excessive."

On The Safety Side



By DALE MARR
VICE PRESIDENT & DIRECTOR OF SAFETY

PENSION PLANS COVER MORE WORKERS

Pension plans as a job benefit have been extended to cover more than 47.5 million workers, an increase of 3.1 million over the 1968 total of 44.4.

More than 70 per cent of the people participating in these retirement programs are members of private plans, either insured or non-insured. The rest are members of government-administrated plans for federal civilian employees, employees of state and local governments and railroad workers.

As a result of the increasing interest in providing retirement benefits for workers to supplement Social Security, around 50 per cent of all workers in commerce and industry are now members of private pension plans. In contrast, in 1940 less than 20 per cent of these workers had such pension benefits.

YOUNGER WORKERS HAVE MORE ACCIDENTS

Which employees are most likely to be injured in an accident at work? The answer: Employees under 20.

A five-year study found that falls are the greatest single cause of disabling injuries among office workers, and the workers most prone to accidents are the ones under 20, according to the Institute of Life Insurance.

The accident rate tapered off among workers from 30 to 59 and then picked up slightly for those 60 to 64.

While men and women were equally likely to have accidents at work, the study found that men were more likely to have serious injuries.

FIRST AID FOR BURNS

What's the best first-aid treatment for burns?

Most people usually think of butter, petroleum jelly or various commercial salves or ointments. But, according to the Health Insurance Institute, the best remedy is simple cold water.

Medical experts have found that cold water or ice compresses applied continuously to the burned area of the skin, for at least 30 minutes for severe cases, can make the difference between complete recovery and permanent injury to the skin.

CAUSES OF DEATH

Despite all the talk about the U.S. becoming a nation of violence, the chances of a person being killed prematurely are no higher than they were five years ago.

A study of the causes of death of ordinary policy-holders of life insurance companies show that last year 87 of every 1,000 deaths was the result of external causes — auto accidents and other accidents, suicides and homicides.

This is virtually the same rate as in 1965, according to the Institute of Life Insurance, and below the rate of 103 people in each 1,000 deaths in 1945 who were killed by external causes.

Heart diseases continue to be the No. 1 cause of death, accounting for 395 of every 1,000 last year. Cancer is still No. 2, accounting for 197 deaths in every 1,000. Since 1945, when cancer was responsible for 148 deaths in every 1,000, the trend for this disease as a cause of death has been steadily upward.

Following is a table showing the causes of death of ordinary life insurance policyholders. Since the group represents a large proportion of the population, the mortality patterns relate closely to those of the population as a whole:

Cardiovascular-renal Diseases					
Cause of Death	1945	1955	1965	1968	1969
Cardiovascular-renal Diseases					
Cerebral Hemorrhage	8.1%	9.5%	8.1%	8.2%	7.9%
Diseases of the Heart	37.3	43.1	40.7	40.2	39.5
Nephritis and Nephrosis	3.9	1.2	.7	.6	.5
Other	*	3.4	4.4	4.6	4.7
Total	49.3	57.2	53.9	53.6	52.6
Cancer					
Pneumonia and Influenza	3.1	2.0	3.1	3.2	3.6
Tuberculosis	2.8	.5	.2	.1	.2
Diabetes	1.5	.9	1.1	1.0	1.0
External Causes					
Motor Vehicle Accidents	2.3	3.1	3.6	3.6	3.5
Other Accidents	5.9	3.2	3.2	3.1	3.1
Suicide	1.9	2.0	1.8	1.6	1.6
Homicide	.2	.2	.3	.4	.5
Total	10.3	8.5	8.9	8.7	8.7
All Other Causes	18.2	12.3	13.6	13.8	14.2
Total All Causes	100.0%	100.0%	100.0%	100.0%	100.0%

*Included in All Other Causes

HEALTH INSURANCE COVERAGE FOR WORKERS INCREASES

Group health insurance protection for workers in business and industry has increased substantially in recent years.

A study of group policies issued in 1964 and in 1969 found that workers under the newer policies have more comprehensive coverage and a higher level of benefits in almost every aspect of their plans.

The increased benefits applied to hospital, surgical and medical expenses as well as to income replacement for disability because of accident or injury.

The policies in the study were issued by insurance companies

See MORE SAFETY Cols. 4 & 5

TIPS ON Unemploy't. and Disability Insurance

(Any union wishing to have a Dept. man speak at meetings, should contact the nearest office, or George Croda, 745 Franklin St., San Francisco, 94102. Phone 557-3166.)

Do you remember the song "It's a Sin to Tell a Lie?"

Well, it's not exactly a sin to make false statements to Department representatives, but it can sure cause a person a heap of problems. Least of all that could be involved is an overpayment, not only that must be paid back, but stops all benefits until paid.

If the false statement and the resulting overpayment is the result of a wilful act, it will be examined for possible fraud and he may wind up with a criminal action being filed against him. Conviction besides possible jail and/or fines, will result in forfeiture of the benefit rights for the week in which the complaint was filed and 51 consecutive weeks following that week.

The Department checks all weekly payments against wage earnings by Social Security Number. This discloses situations where persons have been working and drawing unemployment insurance at the same time.

More 'Safety Side'

(Continued from Cols. 1 & 2)

to cover employee groups of 25 to 499 workers.

The benefit increases reflect the desire of employers and unions to provide employees fuller health insurance benefits in line with rising health care costs.

In 1964 about 10 per cent of employees had coverage for daily hospital room and board benefits of \$25 or more, or for full-payment benefits for semi-private or hospital ward accommodations under basic hospital plans.

By 1969, this had risen to 62 per cent.

The survey showed that in 1964, six per cent of employees had supplementary major medical protection which provided \$15,000 or more in maximum benefits. This grew to 53 per cent in 1969.

For surgical expense benefits, the percentage of employees with maximum surgical benefits of \$500 or more increased from 5 per cent in 1964 to 48 per cent in 1969.

The only area that remained relatively constant during the years was in the maximum confinement periods covered in policies.

Approximately 35 per cent of the employees with basic hospital coverage, or with basic plus major medical coverage, were allowed 31 days of hospital confinement under their group basic plans. Another 38 per cent were covered for 70 days, and 16 per cent for 120 days.

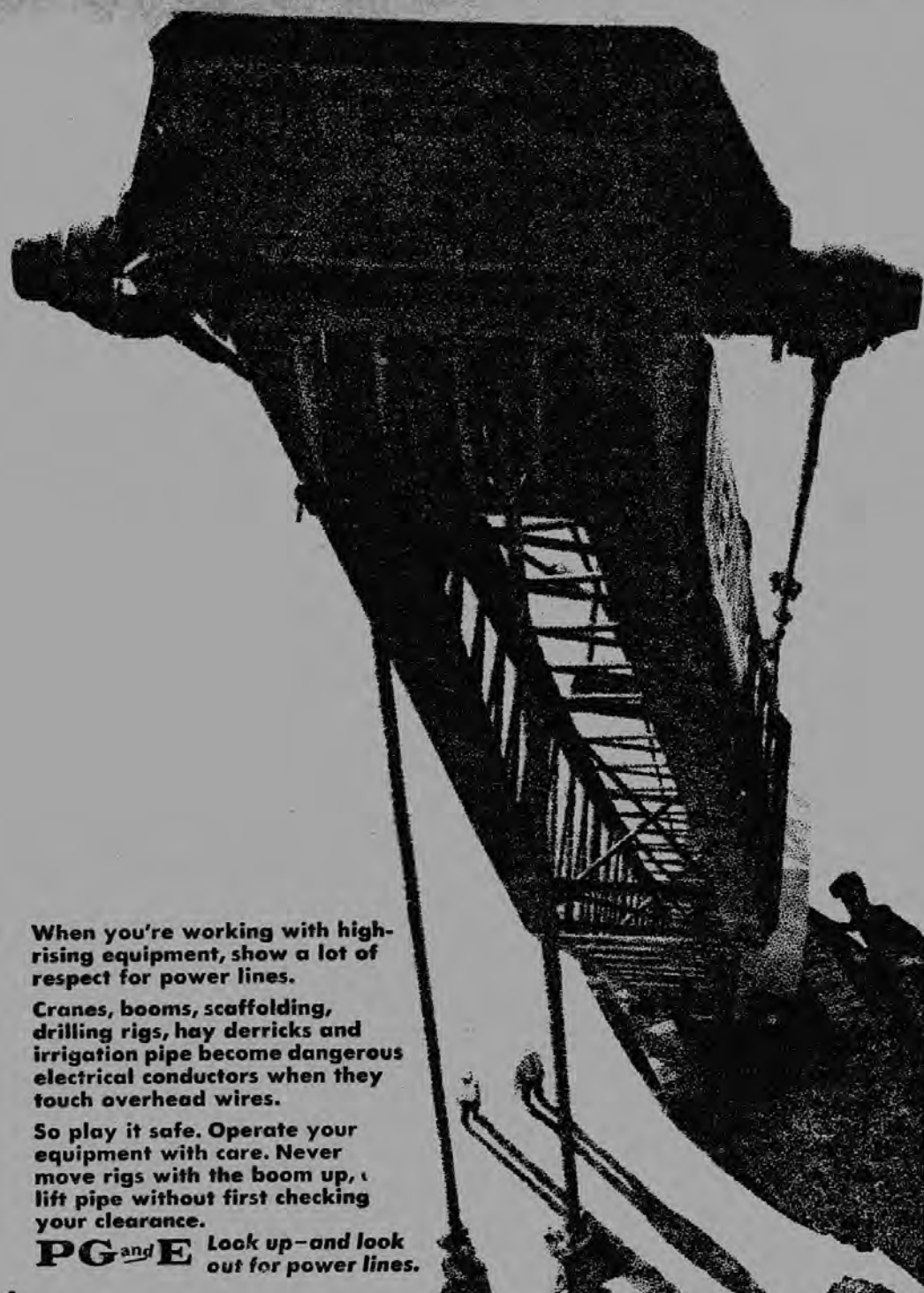
To date, there seems to be no need to increase coverage for confinement periods. Some 97 per cent of hospital confinements last less than 31 days.

As for protection for dependents, practically all group health expense plans now provide this for their policyholders.

JOBS Really Working?

During its first 15 months of operation, JOBS (Job Opportunities in the Business Sector) program sponsors in the aircraft-aerospace manufacturing industry contracted with the Labor Department to hire, train and retain more than 5,275 disadvantaged jobless persons. A Federal investment of \$16.6 million helped to make this possible.

DON'T LAY YOUR LIFE ON THE LINE



When you're working with high-rising equipment, show a lot of respect for power lines.

Cranes, booms, scaffolding, drilling rigs, hay derricks and irrigation pipe become dangerous electrical conductors when they touch overhead wires.

So play it safe. Operate your equipment with care. Never move rigs with the boom up, lift pipe without first checking your clearance.

PG&E Look up—and look out for power lines.

Dredging



By GUY JONES

DREDGING

Utah Dredging Co. are working 3 shifts with dredge "San Mateo" on the Murphy Pacific highway fill job. This job should go four months or more. The job is out of Tracy and all dredgemen come out of the Stockton Hall.

Shellmaker Dredging Co. are real busy at this writing, with dredge "Vanguard" working 3 shifts on their contract with Naval Air Base job in Alameda. This is a real good job for the brothers. Dredge "Vagabond" has considerable work ahead. They will be keeping 3 shifts going for quite some time and will be dredging San Rafael Yacht Harbors. This is a job spread out over a few months.

Dredge "Explorer" has a good long job working a highway fill job for Murphy Pacific Construction Co. This job is outside Tracy and a 3 shift operation with crews dispatched out of Stockton Hall.

Kiewit Dredging Co. is going right along with their last job at Pier 95. This job has worked with dredges "Thelma" and "Sandpiper" with 3 shifts and a 48 hour week.

Dutra Dredging is going right along with their 4 clamshell dredges and keeping a work force going throughout the year. They have been successful in keeping their 3 draglines working and maintaining 3 crews.

Bay Salt Rock Co. are placing rock on Pier 95 on their last job. They have considerable tonnage to place on this job.

Ideal Cement going right along and not much change in their operation. Still working 2 shifts.

Pioneer Shell Dredging—no change and still one shift.

West Coast Dredging is working its Refinery Oil job at Martinez and the Martinez Yacht Harbor job and should be finished by the time this paper is out.

Leslie Salt working as usual, with two shifts using dredge "Mallard."

There is no change on the waterfront with San Francisco Dredging. They have placed a truck crane on a barge for dredging close work at Fisherman's Wharf.

Western Pacific Dredging are repairing their dredge "Pohlemus" in their Richmond yard.

Olympian Dredging have their dredges under repairs in their yard at Rio Vista.

WATER JOBS APPROVED—Several East Bay water projects are included in the \$1.5 billion approved today in Washington, D.C. by the House Appropriations Committee.

The Army Engineer jobs include a \$1,500,000 project in Walnut Creek, the Baldwin ship channel from San Francisco Bay to Stockton, \$1,000,000, and an Oakland Harbor project, \$3,400,000.

NOISE CONTROL LAW PASSED—Many companies instituted noise control programs several years ago. But many more did not. Pioneering work in noise control was done by the U.S. government in the Air Force and the Navy. And in this case, what's good for the U.S. government is good for industry.

In the closing days of the Johnson Administration, Wil-

lard Wirtz, then labor secretary, won amendment to the Walsh-Healey Public Contracts Act to include a hotly debated provision on occupational noise exposure. The amendment set the maximum permissible noise exposure in the working environment at 85 dB as "measured on the A scale of a standard level meter (85 dBA)," or its equivalent. That's about as noisy as a loud cocktail party and, for many industries, an impossible limit. The provision affected any company having \$10,000 or more in contracts with the federal government. Penalty for violation is economic: no contract.

A few days before the amendment was to go into effect, the new secretary of labor, George Shultz, withdrew it for further study. Industry's hopes rose but were soon dashed. On May 20, 1969, the Labor Dept. issued revised standards setting the maximum allowable noise exposure at 90 dBA or its equivalent with violation resulting in the same penalty. (The A network on a standard sound level meter weighs the meter's response to sound so it closely approximates that of the ear.) So the first federal regulations governing noise pollution became a reality.

Noise, unwanted sound, surrounds and attacks us every day and night of our lives. It can startle, irritate, tire, deafen, and have many profound effects on the quality of our lives. It may even be killing us.

Sound is measured in decibels (dB), which represent a logarithmic scale of sound power (intensity). An increase of 3 dB means that sound intensity has doubled and a 10 dB increase means that sound intensity has increased tenfold. The dynamic range of hearing is from 0 to 120 dB so a jump from 40 to 80 dB—a 10,000 fold increase in intensity—is easily handled by the ear. But many noise experts agree that continuous exposure to noise levels above 85 dB may damage hearing. Here are some common and uncommon noises faced by people everyday:

Source	Noise Levels (dB)
Slightest sound perceivable	0
Motion picture studio	10-20
Music broadcasting studio	20-30
Soft whisper (5 ft.)	30
Average home	40
Private office	50
Conversational speech (3 ft.)	60
Accounting office	64
Electric dishwasher	63
Freight train (100 ft.)	70
Autos	74
Noisy restaurant	80
Office with taping machines	82
City traffic (inside car)	88
Average factory	80-90
Electric blender	90
Inside subway car	95
Printing press plant	90-100
Looms in textile mill	100
Loud power mower	100
Woodworking	102-106
Electric furnace area	100-110
Bulldozer	105
Construction noise (10 ft.)	110
Loud motorcycle	110
Overhead jet (500 ft.)	115
Rock and roll band (peak)	120

By CLAUDE ODOM, BOB MERRIOT and JIM HALL.
HOUSE UNIT OKS MORE FUNDS FOR STATE WATER—The House Appropriations Committee today recommended a \$15.9 million increase in the Nixon administration's construction budget for California water projects.

The figure includes a "whopping \$10 million" jump in funds for the San Luis unit of the Central Valleys Project and nearly \$5.9 million more for various Army Corps of Engineers projects. Two flood control projects in Madera County are the beneficiaries of the largest increases provided for in the corps construction budget.

The committee is recommending \$1,550,000 for Buchanan Reservoir instead of the \$350,000 asked for by the Nixon administration and \$2,040,000 for Hidden Reservoir instead of \$240,000. If finally approved, the added funds will allow construction of these two projects to move forward at the maximum rate of corps engineering capability.

The Westlands water distribution and drainage system, serving Fresno County, will get all of the additional \$10 million the committee is providing for the San Luis unit of CVP. The administration wants only \$6,840,000 for the project, and amount which would cause still more delays in stop and start construction schedule and fall severely below engineering capability, according to Westland officials.

Unchanged by the committee is \$4,524,000 for the San Luis Drain. Increases in the budget for some of these projects are still possible before congressional action is completed, however. Once the House approves the appropriations measure, it will then be considered by the Senate Appropriations Committee which normally makes budget additions of its own.

\$7.1 MILLION IS LOW BID FOR DRAIN, RESERVOIR—Gordon H. Ball, Inc., outbid three other firms and was lower than the engineer's estimate of 7,404,291 for construction of 25 miles of the San Luis Drain and Kesterson Reservoir. The new stretch will run from near Gustine to south of Dos Palos, where it will meet a 15-mile stretch already constructed. Construction was scheduled to begin the last of July and take about two years to complete. When completed the drain, serving Westlands Water District, will go from Kettleman City to a point near the Antioch Bridge. The reservoir is a regulating pool.

The new 25 mile section will be 11 feet deep including about a foot and a half of earth lining atop the concrete. It will be 42 feet wide at the top and eight feet across the bottom. The project includes laying of numerous cross structures to carry water and traffic across the drain.

Two gravel drains will run under the concrete bottom. The drains will release uplift pressure caused by the ground water which will flow from the gravel drains into the canal through "weep" valves placed

Threshold of pain	120
Boiler shop	125
Hydraulic press	130
Jet plane taking off	140
Forging hammer at impact	140
Rocket launching	150

every 10 feet. The valves allow water to flow into the canal but not out.

Near the end of this year or early next year the bureau hopes to award a contract to extend the drain from Firebaugh to Adams Avenue due west of Tranquility.

Only after this third section is completed, estimated by mid-1972, will the drain become operative. Its purpose will be to carry brackish irrigation water, drained from a half million acres of the Westlands Water District in Fresno County and transport it to Kesterson Reservoir for evaporation. Lateral and feeder lines will have to be built to carry the water from fields to the drain.

\$2 MILLION IN ROAD JOBS ARE SET FOR VALLEY—The State Division of Highways plans to start several projects in the San Joaquin Valley at a total estimated cost of more than \$2 million later this summer.

The largest is a 1.2 mile extension of the new Route 49 in Mariposa County which will push the new two-lane construction to a point about two miles north of the Madera County line. Most of the \$1.4 million allocated to the job will go for the construction of a 716-foot bridge across the east fork of the Chowchilla River for which the estimate is \$850,000. The two-lane highway ultimately will become a four-lane divided expressway.

A \$586,000 project scheduled to start calls for the widening of Route 63 between the North junction with Route 201 north of Orosi in Tulare County.

In Fresno County Route 180, will be resurfaced between Ten Mile Creek and the Kings Canyon National Park.

Resurfacing also is scheduled for Route 41 between Route 193 and a point near the Fresno County line and along Route 43, both in Kings County. The Fresno-Kings projects will cost approximately \$261,000.

State Highway 140 between the Interstate 5 Freeway and State Highway 33 will be one of several state routes in a four-county area to get a seal coating of hot asphalt and sand or crushed rock screenings.

A. Teichert and Son, Inc., of Stockton was the only bidder on the coating jobs; they were awarded the contract for \$31,954.25.

H. E. Graf has moved their spread back on the Dubach-Moseman Interstate 5 job. They still have a lot of muck to move.

Toledo Engineering has their job at the Madera Glass Factory well underway with a crew of engineers on forklifts and welding machines.

Some of the jobs finishing up are Jaxon Baker and Geo. Reed on the Highway 49 job out of Boot Jack.

Harris Construction is starting work on the Hilton Hotel in downtown Fresno.

Hubbs Equipment Company has subcontracted all their Sherman Pass job except the pipe and finishing. Sherman Fortune has the excavating and will use four cats, 2 TS-24's and 1 TS-14. They have been moving dirt for two weeks and will be lucky to finish this year. Sigford Logging of Springville has the clearing on this job and are about one-half done. This company has three cats and one 977 cat loader.

Burke Construction of San Luis Obispo are off to a good start on their job six miles west of Coalinga. They will do the bridge work with Walter Bros. of San Luis Obispo with Jack Field of Santa Maria moving the dirt and paving. This job should run well into the fall.

R & D Watson has approximately two weeks left on their job at Lloyd Meadows, 14 miles north of Johnsondale. They will move their crew and equipment to their new job at Huntington Lake.

Work on the 37 miles of concrete paving and sub-grade on Interstate 5 should begin the first of August. It has been over a month since the job was let, but no word yet on a pre-job conference. This job should take approximately 18 months to two years to finish. There is close to a million yards of import material to be hauled in before the paving operation starts.



Bill Cullis

T. J. Stapleton
Recording-Corresponding Secretary
Operating Engineers
Local Union No. 3
474 Valencia St.
San Francisco, California 94103
Dear Mr. Stapleton:

I am enclosing my graduation picture as you requested.

I received your plaque in the mail the other day; my thanks to you for the recognition.

I'm looking forward to starting the fall semester at the University of California at Santa Cruz where I'll begin studies hoping it will be the first step towards a medical degree.

I'm sure you realize what a great help any financial assistance is towards school costs these days. Thanks for making an opportunity available for those who wish to compete for the help of your union offers.

Best wishes,

Sincerely,

William C. Cullis
2851 Meadow View Dr.
Redding, California

Future Policemen?

The Labor Department's vast manpower experience is being used as a weapon in the war against crime. Because of its interest in offender rehabilitation, the Department has successfully experimented with several offender assistance programs. Some of these are in-prison training, pre-trial manpower services, job placement, and bonding for post-prison jobs.

Big Jettie Job Breaks On Humboldt Bay Repair

By RAY COOPER and
GENE LAKE

The Corps of Engineers contract in the amount of \$9,185,000 has just been awarded to the Umpqua River Navigating Company of Eugene, Oregon for repairs to the Humboldt Bay jetties. This is the big job we have been waiting for and by far the largest project let so far in District No. 4. This job is going to require some 800 working days over a period of three years. So far the only piece of equipment to arrive in Humboldt Bay is a 75 ton barge mounted Washington crane. More equipment should be arriving in the near future with actual work getting underway soon after. In the next issue we should be able to give you a fuller report on this job.

BAY BRIDGE OVER HALF FINISHED. The Guy F. Atkinson has resumed work on the Humboldt Bay Bridge after a near complete shutdown during the past month. Delay in arrival of girders, tied up in prolonged strike in Tacoma, Washington has been the reason for stoppage of work. The completion date of June 1971 for the project still stands. Work on the \$5.25 million project is now about 55 per cent complete. Of that amount \$4.25 is for the bridge itself and remainder for the Eureka and Samoa approaches.

The girders, 164 of them ranging from 120 to 165 feet long, are expected to arrive by barge from Tacoma, Washington early in August but there has been no firm commitment on this as yet. Embankments on the island roadways are finished, and the roadway itself will be completed as soon as trucks can reach them via the bridge.

The bridge has been officially designated as Star Route 255 by the California Division of Highways.

At Blue Lake Granite Construction Company they are hard at it with about 85 Engineers on their payroll at the present time. This is the peak year on this project. Anderson Drilling Company has moved back in to do the horizontal drains while Machinery Distribution Company of San Leandro is servicing the truck fleet.

Ray Kizer Construction Company at Berry Summit recently began a second shift operation on their project. Approximately 500,000 yards of earth have to be moved due to slides, slippage, etc. According to county estimates this will take about five to six weeks to complete.

Up at Summit Valley Ray Kizer Construction Company was recently awarded an \$1,071,326 extension on their Forest Service Road project. Looks like the cats and cans will be busy for quite some time. This job is really a rough one — extremely steep and rocky.

Mercer Fraser Company, Inc. is in the process of setting up a hot plant and crusher to service the Kizer jobs.

At Crescent City Granite Construction Company is going full bore on the clearing on their interchange job. The full length of the right of way there are huge piles of burning brush, logs, stumps, etc. When the smoke clears we'll see the dirt fly.

Another Crescent City project just awarded was the Lake Earl Drive job. The low bidder was Redwood Empire Aggre-

gate of Arcata in the amount of approximately \$382,000. Work will begin about August 1st and will improve 2.6 miles of roadway. The planned work involves realignment and widening to a forty foot section from Elk Valley crossing road to Backdon road. The new realignment will include reconstruction of fifty-two private driveway connections to safe and modern standards.

Despite legal complications which delayed awarding of construction contracts, the Klamath river project must be completed by November, 1971 was the word received from Washington, D.C. This is another Corps of Engineers project and will be re-advertised for bids in December of this year and awarded so that the contractor can proceed before the end of December and be prepared to begin construction in time to meet the aforementioned deadline.

This presumes that between now and December Del Norte County must resolve the legal problems over Indian lands on the Klamath river which were involved in the project. Legal technicalities which arose over possession of these lands prevented awarding the contract to the first successful bidders on July 15th as originally planned.

Construction of the levees was originally authorized in 1966. It is expected, when completed, to bolster the economy of the lower Klamath river through preventing destructive flooding. Cost of the levee is estimated at 2.5 million dollars. When completed the levee will be 1.65 miles in length and approximately 20 feet wide at the base with an average height of 25 feet. A 12-foot wide road will be constructed on top for maintenance vehicles.

Further south, near Orick, bids will be called for until July 30 for a bank protection project on Redwood Creek. Work will consist of clearing, excavation, backfill, slope restoration and rip-rap. When completed the work will provide approximately 1,400 feet of creek bank protection. Estimated cost of the project is \$250,000.

About three miles north of Garberville, bids are being asked for a small project to stabilize a location on U.S. 101. The south bound lane has slumped due to excessive water in the roadbed. Work will consist of placing horizontal wells in the fill to drain out water and restoring the roadway.

So far this year the Humboldt County Dept. of Public Works has not let any work to speak of out to bid. This has really hurt the small contractors as well as many of the Brothers in this district who depend on these smaller jobs. However, now that we are in a new fiscal year we're hoping this situation will change. We are also anticipating some much needed work on Highway 36 in the Bridgeville area in the near future.

By RAY COOPER
District Representative, Eureka
'ELECTRO-FLAGGER'
INVENTED BY HSC
STUDENT

An experimental electronic device, designed to eliminate the hazards of injury or death faced by pedestrian flagmen who control public and heavy equipment traffic on highway



LOCAL UNION 3 DELEGATES at the recent State Building Trades meeting are shown above. At extreme left in the picture is A. J. "Buck" Hope, Local 3 Financial Secretary, while in the foreground are (left) Lou Barnes,

Local 3 delegate from Redding, and Ray Cooper, Local Union 3 delegate and District Representative from Eureka who is serving his third term as a member of the State Council's Executive Board.

construction job sites, is under development by a senior industrial art major at Humboldt State College.

Called the "Electro-Flagger" the device would remove the flagman from the roadway to a protected area where he would govern traffic signaling with a group of switches on a control board.

Asked why he went to work on the invention, Hein said simply: "Every time I drive down a highway where construction is going on, I see problems. There must be a better way." What Hein thinks is "a better way" consists of a man control console, a left-hand flagger, a right-hand flagger, an auxiliary power source for the equipment, and accessories. The two flaggers, one for either direction of traffic, are boxes containing red, amber, and green lamps similar to permanent highway traffic lights.

Hein's study established five types of highway construction sites. In each case traffic is generally less than 50 mph. These range from sites less than one tenth of a mile along the roadway for brief periods of time (12 hours or less) to sites of from one to five miles in length where terrain causes restricted view while construction is under way for from three days to several months.

He proposed applications of the device to each of the cases. For sites of less than a mile in length, a single unit would control traffic. For longer distances along the roadway, an interlocked series of units would be employed from a central point to ensure the smooth flow of traffic. For jobs spread over up to five miles of highway in areas where the operator's view is obstructed by curves or hills, a closed circuit television camera, connected to a small screen on the console, would be used to alert the approach of vehicles.

For each job necessary equipment could be easily transported to the site and components connected by electrical cable to available power sources.

Built-In Protection—with an eye toward further safety, Hein designed a number of safeguards into the "Electro-Flagger" to warn of power or lamp failure, damage to the power cable, or other defects in the electronic equipment. Such problems are indicated on the console.

An important safety accessory in the prototype is a siren

activated by pneumatic hoses laid across the path of traffic. If a vehicle should cross a hose against a red light on one of the flaggers, the siren would sound for 20 seconds, warning both the approaching vehicle and the heavy equipment operating nearby.

Hein observed that use of a siren is a debated question, par-

ticularly in cases where local and state regulations are concerned. It was included in his experimental model for demonstration of possibilities only.

The console is also equipped with a public address system by which the console operator can communicate with roadway traffic and heavy equipment operators.

Reagan Opposes Nixon On Highway Funding

Governor Ronald Reagan stated recently that, "I would like to begin today's press conference by reiterating this administration's concern over the federal policy of withholding highway trust fund monies from California and other states. I say reiterating because we have been on record for some time regarding the policy of withholding federal highway funds in violation of the trust fund agreement."

"This money is collected from highway users throughout the nation to build better and safer highways — with particular emphasis on construction and completion of the Federal interstate freeway system."

"Although Congress has authorized the spending of approximately \$5.5 billion nationally during the current fiscal year, there are strong indications that the U. S. Department of Transportation plans to distribute substantially less than this amount."

"Our concerns that this might happen were, in fact, borne out when California's allocation for the first quarter of this year was only \$84 million — down \$19 million from the same period last year which, itself, was \$20 million less than the trust fund could have supported."

"Congress never intended that this money be held up or diverted. On the contrary, the fund was specifically established to assure that the federal highway program would be placed on a firm financial footing — completely supported by the nation's highway users, a sizeable number of whom live in California."

"If the funds that are now available were distributed to the states in an orderly manner, California could get an additional \$200 million in construction projects under way this year."

"Obviously, this would assist us tremendously in our efforts to work toward completion of the interstate system while, at the same time, further improving the safety of our highways

and freeways. As a general rule, for every mile of conventional highway which is converted to freeway, another life is saved each year."

"If this were the sole reason to speed up construction of the system, it would surely be worth it — for saving lives should be one of our very highest priorities."

"However, there is yet another benefit which could mean a great deal to all who are working to improve California's economy."

"A substantial number of California construction workers are now unemployed and the additional \$200 million in federal monies — paid into the fund by the people of California — would provide employment for about 15,000 workers."

"A year ago, when President Nixon asked all levels of government to make voluntary cutbacks in construction to fight inflation, this administration responded immediately by pledging its full support until the danger had subsided."

"Today, in a letter to the president, I have strongly urged that California be allocated its portion of the trust fund monies so that we can move ahead swiftly — not only to build better and safer highways, but also to give our state economy a strong shot in the arm."

New Camp Far West Dam Proposed

By HAROLD HUSTON
District Representative &
Auditor

This past month has kept your representatives busy in negotiations with many employers. We always strive to obtain the best possible agreement from the employer before presenting it to the employees of each separate bargaining unit for approval or disapproval. We know with the continued guidance and leadership of our Business Manager and International Vice President Brother Al Clem working with the representatives and the members we will continue the best agreements of anywhere in the world. We appreciate the full support you have always given to us and we look forward to serving you for many years to come.

The work picture has not set any records the past month. However, your representatives keep the employers honest in seeing to it that each job and piece of equipment is properly manned. This is achieved through the "team effort" of all the Job Stewards, Safety Committeemen and other brothers who work so closely with us. This is your Union so let's keep it strong and healthy. A union is no stronger than the members who belong to it. With extreme hot weather (we have been having up to 107 degrees of heat) we are determined to see that each job has good drinking water and that all employers live up to their responsibility under the Master Agreement for Northern California.

NEW DAM AT CAMP FAR WEST PROPOSED—Representatives of the U.S. Corps of Engineers outlined to Yuba County supervisors tentative plans for improvement of the Bear River flood control capacity which would include a new and larger Camp Far West dam and reservoir.

William C. Orris, a corps engineer, said the new facility would cost about \$4 million and that half the cost would have to be borne by the county or some other local entity. He said the final report by the Corps would be ready by March of next year. The board did not discuss the proposal nor take action indicating approval or disapproval, but did refer the plan to its economic development committee for study. The main benefit of the new dam would be flood control in the Plumas Lake area and the region south of the confluence of the Bear with the Feather River between Nicolaus and Verona.

The report states that flood problems, irrigation demands, recreation needs and minimum summer flows for fish and wildlife and water quality have been considered in detail. Fred Kendall, head of recreational development for the corps, said the Camp Far West site would provide a good environment for recreational facilities because of the sloping terrain. The site at Garden Bar, upstream from the present Camp Far West reservoir, is too steep for recreational development and would require expensive road work for access, he said.

ASSOCIATION PUSHES DRIVE FOR MONEY TO CONSTRUCT TEHAMA COLUSA CANAL—Members of the Sacramento Valley Westside Canal Association have gone on record with a resolution supporting efforts of Rep. Robert L. Leggett, D-Vallejo, to obtain ad-

ditional funds for construction of the Tehama Colusa Canal.

The association, at a meeting here, urged that supervisors in other counties, especially Tehama and Glenn, adopt similar resolutions in an attempt to push additional federal funding for canal construction and to bring it back to its original time table. Hugo Hall of the U.S. Bureau of Reclamation, told the association that the time table for completion of the canal has been delayed to at least 1973. The time table has been in a constant state of revision due to budgetary restrictions, he said. The canal is to be operational to Stanley Creek in the next two years, Hall said. However, this is contingent on the success in obtaining appropriations to maintain the construction table.

"The current time table is based on sufficient funding for the next two years. We are doing the best we can under present adverse conditions," Hall told the association. In a letter to the association, Leggett said he is attempting to obtain an additional \$4 million in an effort to bring about completion of Reach 3 and Reach 4 of the canal before the start of the 1971 irrigation season. Plans for these sections were prepared some time ago and scheduled for construction in 1969. He said the present rate of construction would not allow water delivery from the canal before 1975.

Federal funding of the Bureau of Reclamation and U.S. Corp of Engineers project has been cut back considerably in the last two years, due largely to diversion of funds to the war effort in Vietnam.

YUBA ROAD PROJECT IS PUSHED—The California Chamber of Commerce has called for top priority on construction of six miles of Hwy. 70 from Seventh Avenue in Olivehurst to the existing Hwy. 20. The proposal was one of five priority items in Yuba County listed in the Chambers annual highway recommendations which were submitted to the State High Commission at its monthly meeting in Sacramento.

The Hwy. 70 project which is planned by the state for construction beginning after 1973 was estimated by the Chamber to cost \$31.6 million. Other local projects recommended for acceleration include construction of a median barrier on Hwy. 20 at the 10th Street Bridge, landscaping Hwys. 70 and 20 to the Marysville city limits.

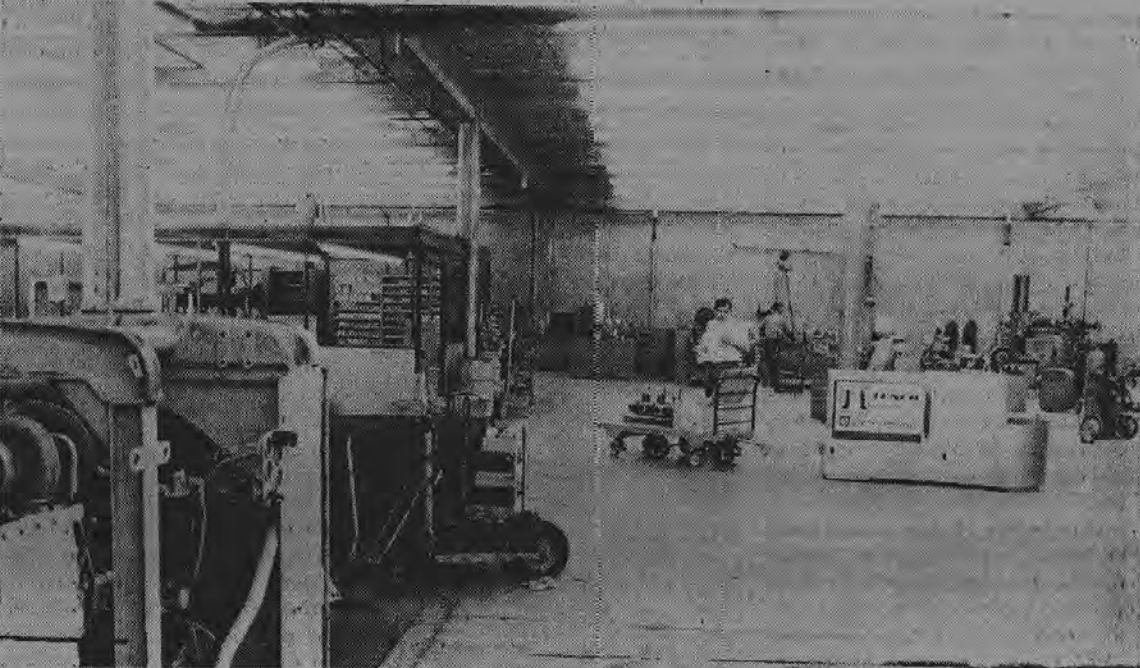
SUTTER WORK—Proposals for Sutter County include improving 11.8 miles of Hwy. 99 to freeway standards between Hwy. 20 and the Butte County line at a cost of \$12 million; construction of on and off ramps and other ramp improvements on Hwy. 20 at the 10th Street Bridge in Yuba City at a cost of \$400,000 and construction to full freeway standards 4.5 miles of Hwy. 99 north to Route 20, at a cost of \$11.3 million.

Robert O. Bronson, chairman of the Chamber's Statewide Transportation and Highway Committee, said the proposals had the backing of the unified voices of the grass roots sessions held in California's 58 counties.

The chamber also listed a number of non-priority projects for Yuba County which it recommends for surveys and right



DRIVERLESS TRAIN is used by Tenco Tractor at its new facility to deliver a load of parts via outdoor covered concourse connecting six structures.



ROBOT WHIZ—TRAVELING at a speed of about 3 m.p.h. the robot express reaches one of its programmed stops at the specialization shop warehouse. Partsman Kenneth Mader checks the shipment.

of way purchases for future highway construction. These include designing nine miles of Hwy. 65 from Wheatland to Seventh Avenue in Olivehurst which the State has planned for construction beginning in 1970 and right of way purchases along nine miles of Hwy. 70 from Hwy. 20 to Honcut Creek which is planned for freeway development after 1978.

The chamber also recommended in its long-range planning studies for a third bridge across the Feather River in the Marysville-Yuba City area, which is planned for construction after 1978 as well as studies for a freeway along Hwy. 20 from the Nevada County line through Marysville and Yuba City, also planned for construction after 1978. Estimated cost of the two projects is \$13.5 million.

Non-priority projects in Sutter County include surveys for a new bridge on Hwy. 20 at Meridian and studies for a proposed route for Hwy. 99 between Nicolaus Bridge and Hwy. 113 with costs for both estimated at \$9 million.

Long range projects recommended by the chamber included studies for a new route along 25 miles of Hwy. 99 south to the Sacramento County line and a proposal for a new bridge on Hwy. 20 across the Feather River. Both projects would cost \$25 million and are being considered by the state for construction after 1978.

CONTRACT IS LET FOR RIVER WORK—The Army Corps of Engineers has awarded a \$254,939 contract to H. Earl Parker Inc. of Marysville for river-bank protection work in Butte, Sutter, Tehama and Yuba Counties. Work will be performed at various points on the Bear and Feather Rivers and Elder and South Dry Creeks.

\$191,587 IS LOW BID ON MARYSVILLE JCB—The Baldwin Contracting Co. of Marysville has been named low bidder on an East Marysville Street improvement project which includes extension of 22nd Street eastward to California Hwy. 20.

SPEAKING AT YUBA CITY HIGH SCHOOL—Again I had the privilege of being requested to speak to the students of Yuba City High School. I didn't realize until I arrived at the school that the students had a choice of two speakers. Either Ted Robinson, a former PT boat commander who was present when John H. Kennedy's PT 109 was sliced in half by a Japanese destroyer in World War II fighting, or myself. The large majority chose to hear about Operating Engineers Local Union No. 3.

The following letter was sent to me by the student who requested me to speak:

"Harold Huston,
District Representative of
Operating Engineers Local
Union No. 3

Dear Mr. Huston:

Thank you for your visit to Yuba City High School. I feel that I made the right choice in calling on you. Everything you said was of interest. The class enjoyed you very much. I hope you will not think hard of me for writing so late, but I could not find the time until now. I appreciate the knowledge and information that you had. My only reservation was that there was not enough time. Again I want to thank you for sharing your precious time with us.

May the Lord be your Guide,
Truly yours,
Don Crouch"

By LEONARD MILLER

TWO MILLION FISH TO BE SAVED ON RIVER—One of the biggest construction jobs on the westside is getting underway near the headgates of the Glenn-Colusa Irrigation District on the Sacramento River north of here. Fish screens are being constructed to protect migrating salmon and steelhead. The work is being done by the State.

The contract is for \$2,087,018, more than double the price tag for the new Ord Bridge lower on the Sacramento River. The contractor on the fish screen job is Willamette-Western Corp. with headquarters in Portland, Oregon and with a southern branch office in Richmond, Cal. John Dean of Oroville is the

See More MARYSVILLE Page 9

Multimillion Dollar Chemical Plant Report

by TOM BILLS, WAYNE LASITER, KAY LEISHMAN, ELMER RODERICK and VICTOR LONG

SALT LAKE CONSTRUCTION—Word has been received on the third multimillion dollar chemical plant to be built on the western edge of the Great Salt Lake. Construction is to begin as soon as the land site is released by the Bureau of Land Management.

At the present time there are two plants under construction. Great Salt Lake Minerals and Chemical is about seventy-five per cent complete. They are planning to get into production around October 1st. On the south end of the lake, National Lead is presently getting started on their seventy million dollar job.

The third plant will be built by Utah Resources International, which will locate their evaporation plant on a 2,000 acre site northwest of the Southern Pacific Railroad causeway. They are also interested in extracting potash, bromine, chlorine and gypsum.

Terming the northern end of Great Salt Lake a "gold mine," a spokesman for the company said his firm is interested in building a chemical complex that could pump billions of dollars into Utah's economy.

The lake is loaded with minerals, principally magnesium, which will compete with aluminum on the market. Sea water is about seven times less concentrated in magnesium than the northern end of the Great Salt Lake.

Studies by University of Utah research teams have estimated the Great Salt Lake's mineral worth at \$148 billion.

HIGHWAYS—Cost of completing Utah's share of the Interstate Highway System will be approximately \$370 million and will take seven years, or longer, depending on funding.

The State of Utah is now receiving \$50 million per year for Interstate Construction. At this rate it will take until 1977 to complete Utah's portion of the system. If Congress decided to reduce the amount of Federal funds, then it will take longer. It could take up to 1980 to complete the suggested 66 interstate projects.

Interstate roads in Utah are planned to cover 935 miles, with 395 miles now in operation 178 miles under construction and 362 miles to be built.

Projects scheduled for construction during the fiscal year beginning July 1st, are: 1-15 from Arizona line to south St. George. The project is 5.8 miles long and will cost \$3.8 million; south St. George to Middleton, 4.6 miles, \$5.7 million; Summit to Paragonah, 12.9 miles, \$7.4 million; Lehi north for 2.7 miles, \$2 million; Point-of-the-Mountain 2.4 miles, \$3.7 million; Hot Springs to Perry, Box Elder County, 9.2 miles grading work, \$3.93 million.

On 1-80 from Timpie to Lake Point, 24 miles of surfacing, \$5.6 million; Parleys Summit frontage road, 6 miles, \$2 million; Tremonton to Elwood, 5.3 miles, \$2.7 million.

On 1-80 North, Devils Slide to Henefer, 3.1 miles, \$2.8 million; Belt Route 1-215 from State Street in Salt Lake City 1.5 miles to 7th West, \$3 million; 3100 South to 2100 South, grading, one mile, \$2 million.

NEW CONTRACT—Employees of Boyles Brothers Drilling Company, working out of Moab,

Utah, ratified a three year contract which included health & welfare, pension and vacation pay. Also an hourly raise up to 85c per hour for the first year of the contract and 25c per hour each year for the last two years of the contract. The overall raise (including the fringe benefits) \$1.32 for three years. We would like to thank the men with Boyles Brothers Drilling for their wise decision in becoming a member of Local No. 3 and hope that other men in the Moab area will make this decision in the near future.

CONSTRUCTION PROJECTS—The work is holding up around Provo and southern Utah. Most of this consists of roads throughout the southern part of the state.

Operating Engineers Local 3 recently won an election with Thorne Rock Products of Springville, Utah and are now in the process of negotiating a contract.

J. B. Parson Construction is going full tilt on the Gunlock Dam project at Gunlock, Utah. This job will take several months to complete.

L. A. Young Company is working on 1-15 in Orem. They are building and paving off-ramps and approaches. W. W. Clyde is ready for the asphalt at their Indian Canyon road job.

Building construction in the Salt Lake area is progressing. Tolboe Construction has two major buildings, the Mountain States Telephone building and the Saint Marks Hospital. The telephone building is well under way and Saint Marks is just getting out of the ground.

Christiansen and W. W. Clyde, joint-venture job at the L.D.S. Church Office building are going strong with Steel Erection Company doing the structural steel.

Work at the University of Utah is holding its own with Cannon-Papanikolas, Christiansen and Skyline the major contractors.

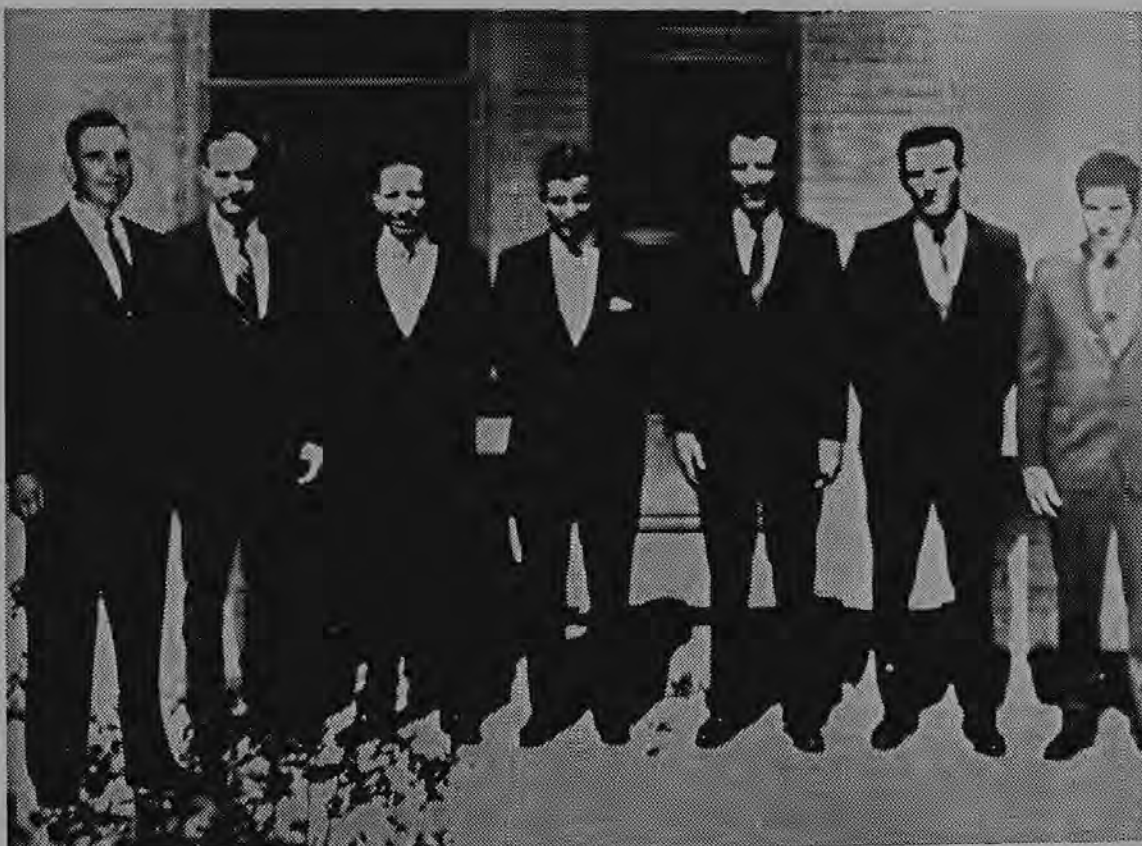
Terra Construction has approximately thirty engineers working at Mills Junction. This job should be going strong until the snow flies.

Ralph M. Parsons is in full swing at the National Lead site and have approximately 40 engineers employed at the present time. Brother Red Fenner is Steward and is going a fine job.

Contracts will be awarded this summer for earth work, culverts and surfacing of 7.4 miles of Forest Service road and 2.3 miles of Currant Creek road. An invitation to bidders will be issued in early 1971 for the estimated \$5 million Currant Creek Dam, located 42 miles east of Heber City. This earth fill structure will contain 2.2 million cu. yds. of material, 130 ft. high with a crest length of 1,400 ft.

The U.S. Bureau of Reclamation is expected to call for bids the fall of this year on the Soldier Creek Dam near Heber City—an earth fill structure 240 ft. high, 35 ft. wide, with a crest length of 1,200 ft. The cost estimate of this dam is approximately 6 million dollars. The construction of this dam is expected to increase the capacity of Strawberry Reservoir to three times its present size.

A contract for the construction of the 1.7 mile long, concrete lined Currant Tunnel is expected to be let sometime late summer, and bids for constructing the Vat Tunnel near Duchesne for a length of 7.3 miles are expected for late fall. The



TRAGEDY STRUCK three generations of Operating Engineers recently when 20-year Local Union 3 veteran, Brother Gerald H. Carter (left) was killed in an accident in Utah. His six sons are all members of Local 3 and he has three grandsons enrolled in the Operating Engineers' Apprenticeship program. Shown above (left to right) are Brother Carter, Whiting & Haymond; Gerald (Jerry) W.

Carter, Corn Construction; Donell Carter, out-of-work list; Keith E. Carter, Industrial Construction; Daryl M. Carter, Corn Construction; Karl S. Carter, Industrial Construction, and James G. Carter, out-of-work list. Grandsons who are apprentices include LaVere Harward, Layne Harward and Gerald K. Carter. Below is printed the poem beloved by Brother Carter.

In Memorial

THESE HANDS

These hands ain't the hands of a gentleman,
These hands are calloused and old,
These hands raised a family,
These hands raised a home,
Now these hands raise to praise the Lord,
These hands won the heart of my loved one,
And with hers they were never alone.

If these hands filled their task,
Then what more could one ask,
For these fingers have worked to the bone,
Now don't try to judge me by what you'd like to be,
For my life ain't been much success,
While some people have power, but still they grieve,
While these hands brought me happiness.

Now I'm tired and I'm old and I ain't got much gold,
Maybe things ain't been all that I planned,
God above, hear my plea,
When it's time to judge me,
Take a look at these hard-workin' hands.

ily a used-financed undertaking. The Federal-State 90-10 fund split comes from taxes on gasoline and other motor fuels and taxes on tires and automobiles. Some 42 million more motor vehicles were registered in the United States in 1969 than 1935—one year prior to initiation of the Interstate program. With an increase of 104.7 million, there should be a corresponding increase in motor fuel consumption, tax receipts both federal and state. This should more than offset the increase in construction cost caused by inflation.

Brothers, we urge each and every member of this Local Union to write to your Senator and Congressmen. Express your views on so-called cut-backs and how it affects you and your families.

50th Wedding Anniversary

Brother and Mrs. Harlow F. Hubler recently celebrated their 50th wedding anniversary at the Miyaka Hotel in San Francisco. Brother Hubler, 73, is a retired member of Operating Engineers Local Union No. 3. He and his wife, Geneva, 72, were married June 17, 1920 in Santa Paula. The Hublers are long time San Francisco residents and are the parents of Mrs. James W. Stephens, a public school teacher here, and the late Harvey E. Hubler, a well known basketball player and coach.

WHEN SENDING IN A CHANGE of address, please include your ZIP code.

Big Jobs Will Aid San Jose Members

By BOB SKIDGEL, MIKE KRAYNICK, JACK CURTIS and BOB SHEFFIELD
Business Representatives

A few big jobs have finally been let in in the north county area to bolster the sagging out-of-work list. The joint bid of A. J. Raisch Paving and Linton Const. Co. for extension of Highway 85 to Stevens Creek Blvd. was the low bid of \$2,909,704. Only 230 working days, about a year, are provided in the contract, so they will have to move fast. The freeway will be widened between Homestead Rd. and Highway 280 to three lanes in each direction from there to Stevens Creek Blvd. Three lanes will be constructed in each direction, plus one on-ramp and one off-ramp.

In Sunnyvale expansion of the City's sewage treatment plant and building of additional ponds went to the C. Norman Const. Co. for \$2,672,000. Water Works Supply Co. won a \$587,000 contract for 24 aerators of the ponds. The project is scheduled to be completed by summer of 1971. The Federal Government grant for the project has been increased from \$986,000 to \$1.2 million and the total project cost will be \$4.3 million.

In Mountain View bid for \$332,112 was awarded to W. H. Ebert-Spartan Corp. for Bailey Ave. improvement, advance storm drains, and water mains. Mountain View also awarded to Perham Const. Co. their \$192,537 bid for improving Clyde Ave. and Fairfield Dr. R. J. Zipse was awarded a \$214,978 contract for improving San Ramon Ave.

Widening of El Camino Real where Route 82 intersects with Route 237 at Mountain View-Alviso Rd. will be done by Wattis Const. Co. of San Jose for \$133,281. The project will supply six through lanes plus left turn lanes on all legs.

In San Jose work is beginning on the 2½ mile widening of Bascom Ave. The two sections to be widened are between West San Carlos and Hamilton Ave. and from Union Ave. to a point 400 feet south of Apricot Ave. This is a \$1½ million project.

Pisano Bros., Inc. was low bidder on a \$111,978 bid for the Willow-Union trunk sewer in Campbell. Wenrick & Assoc. are building the Robledo Rd.-Wildcrest Dr. pipeline in Los Altos Hills for Pieressima Hills Water District. Bilardi Const. is going full speed on their \$110,419 sanitary sewerage project for the County Sanitary District in Campbell.

Excavation for Campbell's new City Hall is fast taking form at the municipal complex site on North Central Ave. This is a \$479,350 project. Leo Powell Const. has the contract for the building pad on this project.

Leo Piazza & Lew Jones were low bidders on the \$3,000,000 project to rebuild an interchange on Route 17 at Camden Ave. in Campbell and to widen Route 17 from four to six lanes northward for nearly four miles to Interstate Route 280. This will include building new road-way sections on White Oaks Ave., on Camden within the interchange area, and between Camden Ave. to the western end of Curtner Ave. In addition, bridges over Campbell Ave. and Los Gatos

Creek, along Route 17, will be widened. It will also include adding an additional loop in the southeast part of the interchange. The interchange structure will provide for ultimate eight-lane capacity.

The Millgard Corp. subcontracted the Bent Piles from Guy F. Atkinson on U.S. 280. Millgard Corp. is drilling approximately a 30' x 10' hole, inserting steel casing, and then drilling approximately a 55' x 7' hole. They are drilling 218 Link Belts and a 175 Caldwell with a six-foot auger with reamers.

O. K. Mittry and Sons have started their \$2,294,000 State Highway (101 job) eight miles south of Gilroy. They started clearing June 8th. At the peak of employment, which is the first of September, there will be approximately 35 Brother Engineers working. The job will be based on eight hours a day, five days a week. Lew Jones Const., subcontractor, will build the bridges.

Madonna Const. Co. is well on their way on their highway job at San Ardo, California. They have approximately 37 Brother Engineers working, and at the present time, they are working ten hours a day, five days a week.

Granite Const. Co. has various jobs throughout Santa Cruz, Watsonville, Carmel, Salinas, and San Arita, which consists of mostly underground work and road jobs.

The rock, sand, and gravel plants are going at a steady pace, although, the work in area 2 is slow at this time.

Any Brothers who would like to up-grade their skills are urged to attend Rancho Murietta Training Center. If on the out-of-work list, you will maintain your place, and if a job comes up, you will be dispatched.

Freeman-Sondgroth was low bidder on the Santa Teresa Blvd., which will be about four (4) miles. The approximate starting date will be August 1, 1970, with about 12 operators. There are 170,000 yards of excavating. Lew Jones is one of the Sub Contractors.

The job outlook in area No. 2 does not look too good at this time, with the majority of the jobs near completion.

Granite Const. has nearly completed their street and underground work here in Santa Cruz area.

Madonna Const. Co. was low bidder on work which is to be done on Highway 17, near the Summit.

McKeon Const. Co. will build a \$5½ million, 348 home subdivision, at Jade St. and 45th Ave. in Capitola in the near future.

In Watsonville, Granite Construction Co. is finishing up on their underground work for the city. There are several subdivisions being constructed in Watsonville by George Davis Co. and Roberson Bros. Construction Co.

Dorfman Const. Co. is well on their way with their underground and street work at the Marina.

Granite Const. Co. has completed their underground and street work at Pebble Beach in Carmel.

In the Salinas area there are various street jobs and subdivisions being constructed by Ed

See SAN JOSE Page 10



CAREFUL EYE — Parts consultant views one of the new Microfilm-viewers recently installed by Tenco Tractor Co.



AERIAL VIEW of Tenco Tractor's new Technical Center located 24 miles south of Marysville on Highway 70.

More Marysville . . .

(Continued from Page 7)

Project Superintendent on the job directing the work.

A huge cement wall nearly 500 feet long and curved at each end represented the main screen structure across the mouth of the forebay. It will be 30 feet wide and 30 feet high. There will be 40 rotating drum-type fish screens, 17 feet in diameter and 8½ feet wide. There will also be an 800 foot long welded steel by-pass pipeline.

The finished job will be one of the most modern designed fish protection and screening systems in use anywhere in the country. It will be particularly important for the smaller salmon and steelhead. It has been estimated that more than two million fish are lost each year because they get into the Glenn-Colusa Canal and eventually die on the fields below. The present screens at the headgates are not sufficient. Not only do the smaller fish get into the diversion canal but some adult salmon are also lost each year.

The work was started about a month ago. The first step is to provide a channel in the old slough before a coffer dam is installed. This is where the large drag line is now operating. At the same time an area is being leveled and prepared for a large cement slab on which the elements for the screen work will be fabricated and assembled.

So far, only about a dozen Brothers are working on the job, but employment will be stepped up as the work advances. The loss of young fish in the Glenn-Colusa Canal and other diversion from the river has made it difficult to restock effectively from the Coleman hatchery. This is why the so-called steelhead improvement program includes the planting of the fish lower down the river and transportation by tank trucks. The loss of young fish has been deplored by sportsmen and sportsmen's organizations for many years.

With the development of new spawning bed for salmon on the upper three miles of Reach I of the Tehama-Colusa Canal at a cost of some \$17 million, the protection which will be given by the new screens is badly needed.

The scheduled completion date of the fish screen is December, 1971. This will be well in advance of the time the fish facilities on the three mile section of the Tehama-Colusa canal south of Red Bluff is scheduled to be ready for use.

By DAN SENECHAL
Business Representative

Tenco Tractor is the first in Local 3 to deliver parts to servicemen by robot express. The robot is a driverless train controlled electronically by a wire buried in a shallow slot in the

concrete floor.

With warning bell jingling and beacon flashing, it rolls smoothly on rubber tires along a 1,450 ft. course at Tenco's new 113,000 sq. ft. Technical Center, 24 miles south of Marysville on Hwy. 70. It travels at a speed of about 3 mph and can pull up to 15,000 pounds.

Called the Guide-O-Matic, the train system includes three trailers installed at a cost of about \$15,000. A safety bumper brings it to a stop upon contacting an object in its path. It is programmed to make four stops, including the specialization shop, fabrication department, main service shop and the parts warehouse.

In its process it opens and closes three doors automatically and travels along a covered concourse (40x500 ft. long) connecting six separate structures.

At each point the unit sounds its horn and remains there 40 seconds, long enough for someone to check the shipment. If it is for that area the tractor is put on "hold" until the parts are removed, otherwise it resumes its journey.

At two of the stations, the specialization area and main shop, parts are removed by a partsman there and delivered to the work bay. At the fabrication shop the order is picked up by a serviceman. When heavy parts items are delivered the trailer itself is unhooked from the train to avoid delays. The tractor can also be operated manually.

Local 3 Represents Many at Giant Mine

By BILL RELEFORD,
EDD KNAPP, RUSS TAYLOR
and HARRY BOUWENS

COPPER BESTS CATTLE — 2½ BILLION IN COPPER PENNIES (23 MILLION 1969, NET) — "Nevada's cattle country in the Copper Hills" so the sign reads as one enters into the city of Yerington, Nevada. In view of the fact that cattle is Yerington's predominant industry it comes no where near competing with the profit making Copper industry. Situated outside of Yerington in nearby Weed Heights, lies the huge Copper mine of the Anaconda Co. It would take two billion, three hundred million Copper pennies to represent the profits netted by the Anaconda Co. at Weed Heights during their 1969 operations. Although the company deals in pennies this represents more profit than Kennicott Copper and all Nevada's gold and silver mines put together.

Anaconda's personnel roster adds up to over 400 workers not including the staff nor the clerical workers, which gives quite a lift to the local community. Local No. 3 of the Operating Engineers has been active in the huge mine since 1953 and presently represents the majority of the workers.

The brother engineers working in the mine live in and around Yerington and obviously enjoy working in the industry as the majority has been with the Anaconda Co. since 1953. The life expectancy of the mine is indefinite but word from the mine's geologists is that the brothers might be around for another seventeen years. I suppose as long as our country needs copper pennies there will be Operating Engineers around the Anaconda mine helping to make them.

CONSTRUCTION — Construction east of Winnemucca is "GO." Jack Parsons of Smithfield, Utah, was successful bidder on the Rose Creek job at Winnemucca which amounts to over five million dollars. Also Parsons is presently resurfacing ten miles of road north of Wells and has 20 engineers busy on that job.

Industrial Construction is completing the subgrade on the Elko East freeway job and the paving will be the final phase. Parson's asphalt plant is supplying mix for the Carlin station and for the Carlin Gold mine parking lot. Higgin's Construction of Utah is still grinding away on the Elko disposal project. Helm's Construction of Reno is moving equipment in for the big Elko West freeway job. The work is to last some two years. Helms also is starting to move on the Battle Mountain road resurface job, which involves some 80 days. Green Construction of Portland is going on Crushing Ballast for the S. P. railroad at Palisades near Carlin.

Commercial asphalt and Nevada rock are paving the five mile stretch up at Wild Horse and should complete this year if the weather permits. A few small contractors are busy around Elko and it looks like a good year for the Nevada brothers.

R. L. Helms Construction Company is well on their way on their overlay job on Interstate 80 from Fernley to Mustang. They are setting up their

Hot Plant now and making De-tours. They will be using a new Blaw Knox laydown machine with a 34 foot capacity.

Helms, Sierre Pacific Power Company job in Wuabusca is started. They are building dikes for a 100 acre cooling pond. They are having problems with compaction and gravel.

Highland is under way with the streets in their sub-division work in Incline Village. They will be starting their underground work shortly.

Shea Construction Company is going great guns on their sub-division work in Incline Village. They are putting in their underground at the present time.

Byars and M. K. joint venture job in Incline Village is about 80 per cent done and should be completed in November of this year.

A. Teichert and Son Construction Company are going great guns on their sub-division work at Incline Village. They are cleaning up of the streets and putting in sewer and water service. Should be completed by next spring.

Nevada paving at Lake Tahoe is doing some Tennis Courts and Parking Lots. They should have a lot of paving in Incline Village when the underground work is finished.

The Charles T. Parker Company of Portland, Oregon is finishing up with the Base Rock operations and going into the CTB phase of the project as of this date. J. W. Vickrey will be moving in 7:13 to lay the CTB and follow up with the Concrete Paving. At this date we have a total of nine (9) brothers working on this Project.

Galey Construction of Boise, Idaho are going great guns on the Mill Street job. With quite a few of the Bigger Backhoes and rough grading of the street. We now have 35 Brothers employed on the project.

Savini Construction picked up a little city work from Reno on Rock Blvd. They will handle the whole job consisting of the Grading, Paving and concrete work.

APPRENTICESHIP NEWS — At this time all the indentured apprentices are at work in the Silver State. There are five (5) apprentice applicants on the list waiting to be called for jobs. We have no shortage of apprentice applicants in district 11 as forty (40) per month are being handled at this time. We receive excellent cooperation from all concerned and what we need now is more construction work bid, particularly highway construction.

San Jose...

(Continued from Page 9)
Buttler, A. W. Roberts, and Granite Const. Co.

Madonna Const. Co., at San Ardo, which is one of the bigger jobs, is moving right along with their freeway project. There are approx. 30 Brother Engineers working on this job.

O. K. Mitty & Sons have 18 Brother Engineers working on their Highway Project 101 near Hollister.

Negotiations Due Shortly In Santa Rosa

By RUSS SWANSON and
BOB WAGNON

The Ukiah City Employees at this writing still with no settlement as to their wages and working conditions. We have mentioned the following before but to repeat — The Ukiah City Employees, which include the Police Department and the Fire Department as well, voted to have Operating Engineers Local No. 3 as their bargaining representative. To date we have had numerous meetings with the employees and employee representatives who incidentally are Frank Stafford, Charles Galyean and Ernest Piccolotti. The committee has presented the proposals to the City Manager and further meetings are scheduled with hopes that a final agreement can be consummated.

The Remco Hydraulics Co. which is a division of Stanray Corporation, has an agreement which expires on September 15 and negotiations have begun. Incidentally, the Remco Company is located in Willits and to those of you who are owner operators or contractors who need any type of custom hydraulic parts — contact Remco. In the past few years the company has been gearing their operations towards more and more work for private industry because of the curtailment of government orders. The two stewards, Jim Cain and Bob Huffman will be assisting in the negotiations and have been very helpful in obtaining information as to what the desires of the employees are in the contract to be negotiated.

WORK PICTURE. Well, we have been fairly fortunate in having a fair amount of work. Probably the most interesting is the new job just getting started near Lakeport. In the last issue we reported that Piombo Construction was the low bidder but it looked as if a mistake had been made because they were \$850,000 below the second bidder. It's quite apparent now because the state has just awarded the job to Gordon Ball who was the second bidder with a bid of over 6 million dollars and by the time you read this they will be in full stride on a two shift basis using about 60 Engineers.

Piombo Construction was the low bidder at 5 million dollars on road and clearing work on the Warm Springs Project located near Healdsburg (this same project has Gates and Fox working on a 700 foot diversion tunnel so the presumption is that come next year the bid should go out for Warm Springs Dam itself which bid should be in the vicinity of 80 million dollars. We find Teichert slowly moving into the Santa Rosa Area with an office now set up in the Cod-dington area with work consist-ing of a number of sub-divisions with the main job at Brooktrails (Willits). We find Absco Paving with a major change with Sam Parnum going in one direction and Vic Henry and Les another. At this writing we do not have positive information but we know Art Siri and Ted Sire should be involved somewhere along the line (more information on this subject in the next issue).

There have been a number of smaller jobs bid which continue to keep most of the local con-

See SANTA ROSA Page 13

Tight Money Slows Local 3 Tech Work

TECH NOTES
By PAUL WISE

I'm writing this article with more enthusiasm than the last one because the work situation is a lot brighter and we have all but a few brothers back to work on all phases of surveying. I can truthfully say that the work load is not as great for this time of year as it should be but, with the tight money and the way the state government is transferring construction budget monies to other agencies, we're lucky to have what we have going. Again, I say, be sure to get out and vote November 4th, it is a very important election.

Most of you brothers remember our racing brother, Pleasant Hill's Dave Strickland, well after a discouraging start in the USAC Midgets, because of mechanical problems, he has quickly moved into number one in national standings as he stole the thunder on June 1, 1970, at the Indianapolis Raceway Park when he drove the new turbo-charged Offy. Good luck to you brother Dave in your future races.

I would like to at this time, welcome two new surveying firms that have signed agreements with Local 3. They are Sonoma Engineers and Kemp Surveys of Berkeley.

Brothers, there is one very important thing before I close this article and that is traffic safety. I can't express the importance of safe working habits while you're surveying on highways, roads, etc., so be sure you read your traffic safety books and if you don't have one you can get them from your city, county or state agencies.

The surveying work situation is starting to look a little brighter after a very slow start at the beginning of the year. Quite a few small subdivision jobs that were on the drawing boards are starting to materialize for the "land-butchers" around the area.

I would like to talk to you fellow brothers about an important issue, and that is union meetings. To begin with, there has been a very poor turn out at these meetings and I for one can't figure this out, because if you don't know by now how important these meetings are, you should.

Meetings are held for you so you can be informed of the latest activities, business, etc. that concerns you and your welfare (or should I say your ass pocket benefits). So for your own sake and your brothers', attend all meetings in your area.

I would like to extend my welcome to the new 190 members (soils-testers) of the following firms:

Richard Schaffer & Assoc., Gribaldo, Jones, & Assoc., Abbot Hanks, Inc., Woodward Clyde & Assoc., Hales Testing Lab., Testing Engineers, Testing & Controls, River Development Co., and Reynolds Testing.

The contracts were ratified on March 21, 1970. This by no means is all of the organizing to be done in this area. So if you know someone who works for a firm not listed above, please call your nearest union office and let us know.

Voting is something more than just a privilege it is an

obligation of every American citizen to cast his ballot... to indicate his choice in every election.

I say it is an obligation because men and women have fought and died to pay for the privilege to express freedom of choice—whether it be freedom of religion... freedom of speech... or... the freedom to cast your vote, without threat of violence at the ballot box, for the person you want to be elected to represent you whether it be on a local level, state level or federal level.

So a dream of freedom that started in battlefields where blood was shed, life and limbs lost and finally became reality has been placed in your hands to safeguard and preserve for your children and your grandchildren and generations to follow after that.

If you feel you have something to say about the times we live in, say it through your vote. If you become one of those who can't find time to go to the polls or haven't found time to register, remember one thing... the lack of your vote can decide an election as surely as casting one. The main difference is when you give your vote away.

Pick up your ballot marker and swing a blow for freedom with your vote!

Voting is like dieting, it will only work as long as you work at it.

This means that you must register and you must vote. ACT NOW!

By MARTY COORPENDER

In spite of the slow work picture in surveys and the whole construction industry, the picture still looks to pick up for the surveyors for the latter part of the year, starting in August, and mostly in the low rate areas like the Sierra Hills and around Lake Tahoe. We have been sending out a few men on one or two-day jobs, maybe even a week, but nothing big.

Murray McCormick going with about seven crews, mostly up in the hills.

Ray Murphy, recently purchased by McIntire & Quiras is going with about five crews, and going strong in Penn Valley on the Boise Cascade job.

Recently signed a new firm in Sacramento: Gennis, Gray & Justice. They have hired three men off the list to start with.

Kister, Savio & Rei out of El Centro are setting up an office at South Lake Tahoe and ordered a couple of men from Tahoe.

Lots of activity expected from Lake Tahoe with around fifteen firms now having offices there. About half of these are firms we expect to have on agreement after August 1, they are at present members of the Western Association of Engineers and Scientists, affiliated with M.E.B.A. (Marine Engineers Benevolent Association).

Anyone having a ticket might contact either of these two firms in Sacramento. They are looking for an inside-outside man with ticket. Murray Smith Engineering and Sutcliffe & Morrow are the firms.

Register Now!

Deadline Sept. 10

Election Nov. 3

Register Now!

Deadline Sept. 10

Election Nov. 3

Peak Season Still Finds Many Not Working In Sacto Area

By DOUGLAS M. FARLEY,
District Representative,
AL DALTON, MARTY COOR-
PENDER, KEN ALLEN and
AL SWAN, Business Agents

As we go into the heart of our work season we are sorry to say that still no work of great value comes to the Sacramento District. The work picture for work to be let is not, and will not be here. Even as of this morning the news is sad, the government is talking of still another 25 per cent cutback on highway funds. Unemployment, welfare, etc., yes, but no work for the willing and able. Let this be a memory not to be forgotten come November.

For a little of the better side, a \$5 million award to Bechtel Corporation for an addition of the Rancho Seco Nuclear Generating Plant. The contract, the last major one, to be awarded for the southeast county nuclear plant, calls for installation of all the mechanical and electrical systems and equipment already ordered by SMUD which plans to have Rancho Seco operational by 1973. Bechtel bid was close to the engineers estimate, but 10 million under the other bids.

Sutherland Construction of Auburn receives contract from Division of Highways for Route 49 improvement at Grass Valley.

Hansen Brothers, also of Grass Valley is awarded contract to grade and pave Nevada County Fairgrounds. This will be a great improvement making more parking area and eliminating dust, also making for easier walking for fair visitors.

Gordon Ball was low bidder on Folsom Canal. Coming out on top of 4 other major construction companies, Gordon Ball moves into action to take on the task of moving 10.8 million yards of dirt, rock, etc. for the canal Folsom to Rancho Seco Power Plant. 14½ miles, 34"x120"x22", good job for this time of year; should go rain or shine.

Work continues on the Auburn Foresthill Bridge structure. Hensel Phelps Construction Company has completed approximately 50 per cent of the job and presently estimates that the work will be completed by December of this year.

Work at the west abutment is about 90 per cent complete as all that remains is the placing of the deck and a few miscellaneous items. The deck will be placed by pumping as the 70 ton Manitowick truck crane was recently moved from abutment 1 on the Auburn side of the river to abutment 2 on the Foresthill side. Harry Binder is still operating the "2900" and Leonard Sauer is still oiling. The two main piers are now 110' high and have only 230' to go. Crews are now in a three-day pour cycle at each pier. The first day ironworkers set 37 sections of rebar; the second day pilebutts raise the 11' steel cantilever form, and the labor crew sandblasts; the third day, the labor crew pours a 10' lift. The Manitowick tower cranes at each pier are being operated by Harold Rubke and Del Burnell. The cranes are now approximately 150' high, but will shortly be jumped another 60'. This spring, as the weather warmed up to 100 degrees and 120 F in the canyon, the electrical circuits on the all electric cranes

began behaving erratically. Manitowick decided the heat was excessive and has installed 10,000 BTU air conditioning units to cool the controls of each crane. Bill Hoopes is servicing the compressors. One Ingersoll Rand "600" serves both the main piers via a 4" line strung over the river. Two smaller compressors are utilized at the abutments.

Two more sections of Sacramento's growing freeway network have been earmarked for opening by the Division of Highways. The first will be on Interstate 5 for a half mile between "L" and "Q" Streets. This new section will carry traffic beneath the Capitol Mall and has also presented highway engineers with challenging engineering problems because of its proximity to the Sacramento River. It is built to counteract the upward thrust by water pressure during flood stages. Massive concrete floor slabs and hundreds of concrete pilings are used to offset the upward pressure which might force the freeway to float.

The other new section to open will be on Interstate 880 and will provide some north area residents with a new route home from the downtown area. Other sections of 880 are scheduled to be open later this year, will be governed by the results of a study being made to determine what caused a crack in the Bryte Bend Bridge metal work last month when the concrete was being poured.

Sacramento's first public underground parking facility, a 1,200 space structure under the blocks bounded by 5th and 6th and "J" and "L" Streets is scheduled to be opened soon. It will be topped by two floors of commercial developments.

Nearing completion at Watt Avenue and Elkhorn Blvd. is the 14½ acre shopping center which will contain a number of shops. Metro Construction Co. was the general contractor.

We have a number of brothers working at the Kaiser Aluminum Plant in the north area. This is a busy place and the boys really put in a hard day's work.

H. Earl Parker has a small crew working on the levee repair work between Sacramento and Knights Landing, south of Sacramento. Eugene Luhr and Company is on the levee repair work. Brother Warren "Pea-Ball" Rankin is on one of the

drag lines. Jim Nevois is his oiler. Olympian Dredging Company brought the Neptune in to give them a hand on their job site south of Isleton.

On the Davis Campus, the new 5 million Veterinary Medical Teaching Hospital is completed and will be opened soon. The new building is the first stage of a 150 acre health sciences complex.

With the current slump in the home building industry, many large apartment complexes are springing up in all areas. Grahari & Associates seem to be getting the bulk of this work and have a lot of work ahead of them. Long time member T. L. "Hank" Morretti is running the finish blade for them.

Research Cottrell is well up with their cooling tower at the atomic power plant at Rancho Seco. With its 400' height, it can now be seen from several points in Sacramento, twenty miles away.

Bechtel has been awarded a \$5 million dollar contract by SMUD to complete the mechanical installations at Rancho Seco. We have scheduled a pre-job conference and expect them to be starting in a few weeks.

New grader, tractor off assembly line does top job for Guy F. Atkinson Company on Interstate Freeway at Sacramento. Built by CMI Corporation of Oklahoma City the 28 ton grader with its 14' blades can accomplish at least twice as much finish work as ordinary graders. Its 325 HP hydrostatic engine provides a working speed of up to 8 MPH and a maximum travel speed of up to 17 MPH. CMI's new "autoblade tracer grader" boasts a fully automatic grade and slope control system that enables close tolerance trimming and spreading work in addition to normal blade operation.

One operator can make vertical measurements, set the sensor fork on a string line, dial a grade or slope, leave finish work for a few minutes of ordinary rough blading and return to string line control without leaving the cab.

The auto blades front suspension maintains full wheelbase blade control by raising and lowering the main frame automatically when the unit is put on grade or slope control. A servo valve responds instantly to terrain changes whether set on manual, semi automatic or automatic.

Auditorium Labor Day

REDDING—The good news that the Labor Day celebration at the new Redding Civic Auditorium will also be the occasion for the official grand opening of the convention center—auditorium complex was received at a meeting of the area wide-union wide Labor Day Committee. Maurice "Moe" Finn, auditorium manager, reported to the committee that Congressman Harold T. "Bizz" Johnson would preside at dedication ceremonies on Saturday morning, September 5.

Congressman Johnson was instrumental in getting the large federal grant that made the building possible.

The Labor Day Committee decided to hold a dedication banquet on Saturday night. Various

dignitaries including Governor candidate Jess Unruh and U.S. Senate candidate John Tunney will be invited to attend.

Unruh will be asked to give the Labor Day weekend key note address.

The committee established plans to have "games of all kinds for young and old."

The Labor Day weekend events already tied down include free dances for "a variety of young and old, swinger and square."

Motorcycle and boat races, auto and fashion shows, and competitive kids events have all been tentatively scheduled for the big three day show.

Admittance to most activities, except for the Saturday night banquet will be free.

Ewing Gulch Water Project Due Soon

By KEN GREEN and
LOU BARNES

Construction of the long-delayed Ewing Gulch Water Project may get underway in September. Advertisement for construction bids to construct the \$1.5 million project should be made within weeks. The water district plan was frustrated last year when bids exceeded available funds. Additional financing will offset that problem according to district directors. The project calls for storage of 820 acre feet of winter runoff water from Big Creek.

North Valley Construction Company of Redding was awarded the new Hayfork Airport Taxiway and parking apron oil job. Work should be completed by the time this goes to press.

In the obvious response to pressure from anti-dam groups, it has been revealed two alternatives to proposed high dams on the Trinity River have been suggested. One alternative calls for storage of winter runoff water in small reservoirs on the northeast and south forks of the Trinity as well as on the main Trinity River and in Hayfork on Canyon Creek.

The water from these dams will be carried by tunnels 20 to 25 feet in diameter and by canal to a large storage reservoir in the Sacramento Valley. Ecologists have argued that floods are beneficial rather than harmful because it scours away excess sand and gravel and cleans out brush and algae which chokes up a river. The conservationists have argued that the dams would stop migration of salmon and steelhead and would flood vast wildlife ranges leaving deer and other animals to starve. Our suggestion would be that these people visit these manmade lakes and see the enjoyment derived by so many.

The major traffic proposals in the general plan adopted by the Redding planning commission are a Canyon Creek freeway route and a one-way street system east of the downtown mall. A proposed route for the future highway 299W freeway is the most easily noticeable facet of the map accompanying the general plan and depicting the improvements that are recommended. The new highway will provide the best over all traffic service to the commercial and industrial areas along Business Route 5 when combined with the proposed south Bonnyview Road river crossing.

In Shasta, Lassen and Modoc Counties a contract for \$315,135 was awarded to Mercer Fraser Company of Eureka for resurfacing 38.7 miles of Route 299 with a one-inch asphaltic concrete blanket to provide a smoother riding surface and to reduce maintenance costs.

Specific locations are: Shasta County, the 3.7 mile segment southwest of the Lassen County line; Lassen County, between the Shasta County line and 22.4 miles northeasterly; and Modoc County between 1.7 and 5.7 miles north, and between 9 miles and 17.6 miles north of the Lassen County line.

In Shasta County a similar contract for \$53,904.40 was awarded to J. F. Shea Co., Inc. of Redding for resurfacing Route 299 between the Trinity County line and 2.7 miles west of Clear Creek, near French Gulch.

Also in Shasta County a contract for \$697,013 was awarded to C. K. Moseman Construction Co. of Fresno for constructing a new 840 foot concrete box girder bridge on Deschutes Road across the Sacramento River about three miles east of Anderson. Approaches are also to be provided for the two-lane structure, with limits extending between 0.3 miles south and 0.3 miles north of the River.

The new bridge will be located about 95 feet downstream from the existing structure, which was originally constructed as a railroad bridge in 1906. In 1944 the 987-foot bridge was converted to highway use and the steel tracks covered with pavement.

In Siskiyou County a contract for \$53,799.50 was awarded to W. Lindeman & Sons, Inc. of Red Bluff for reconstructing the bridge deck at Pioneer Overhead on Interstate 5, about a half-mile south of Mt. Shasta.

In Tehama and Shasta Counties a contract for \$129,495 was awarded to J. F. Shea Co., Inc. of Redding for resurfacing portions of Interstate 5, and State Routes 44, 273 and 299. Total distance involved is about 24 miles.

Peter Kiewit & Sons' were low bidders on a section of two-lane expressway at Alturas—going price was \$2,552,112. This job will be reignment across the game refuge and is all marshland. However, it appears that this will be a truck show by and large. We hope to have a pre-job within the next couple of weeks.

A. Teichert & Sons' were low bidders on a section of highway 395 between Madeline and Terminal—going price \$1,558,000. This project is strictly a widening of existing roadway with rock base and paving overlay on portions of it. We will have the pre-job conference on July 10th, and then the company will be ready to kick this one off.

Trinity Construction Company of Redding have started their road job at Eaglelake on highway 139—3.3 miles in length. This section of highway is very scenic running along the edge of the lake and is also a lava flow so the rock is big and in quantity. This job should keep several Brothers working till the snow flies.

Turion Construction Company also has a section of county road at Eaglelake and are now in the process of moving in. This section is at the west end of the lake and the access road to the state park and campgrounds. This job has started and will keep several Brothers busy—it also is a rock job.

A local firm, Hughes and Ladd were low bidders on a section of interstate 5 at Lakehead—approximately 4 miles of freeway—going price \$5½ million. This company is in the process of winding up several other jobs and will be moving in as soon as the State makes an award. So this project won't deplete our out-of-work list but surely will keep several Brothers off and working. On completion of this section we will have freeway from Redding to Mt. Shasta.

According to the State they are trying to get a 5 mile section of interstate 5 ready for award at Weed by this November, thus completing 100 miles of freeway—Redding to Yreka.

Work Picture Static In Stockton Section

By WALTER TALBOT,
AL McNAMARA and
JERRY BENNETT

There has been no appreciable change in the prospects for employment in this district since our last report.

The Gordon H. Ball, Inc. and Granite Construction Co. tunnel job, that was reported in the News, will not afford the opportunity for employment of engineers that was anticipated prior to our pre-job conference with the joint venture. Apparently, the diversion tunnel is a small part of the \$26 million contract. The tunnel excavation is not expected to commence before December of this year and will be completed in six months time with less than twelve engineers employed. The outlet structures and intake shaft clearing, excavation, steel liner and concrete work is spread over a three year period.

A. Teichert & Son was low bidder to the County Board of Supervisors for the replacement of four antiquated and unsafe bridges at a cost of \$342,000.00. The French Camp Turnpike span over French Camp slough is the oldest of the four—built in 1902. The three others were built in 1905.

Teichert of Stockton was successful bidder totaling \$800,000 for road improvement in San Joaquin, Amador, Calaveras and Solano Counties. \$512,747 was bid for the widening of Route 12 to two 12-foot lanes with eight foot shoulders between Potato Slough at Terminous and Guard Road, at a distance of 3.6 miles to the east. \$283,454 was bid on the laying of one inch of asphaltic concrete over existing pavement on portions of Route 88 in Alpine County and portions of Route 4 in Calaveras County.

Teichert again was low bidder on resurfacing several streets on the fringes of Stockton for \$121,000.

Bids will be opened before this article is published for the reconstruction and widening of Thornton Road from two to four lanes between Hammer Lane and Davis Road. Approximately \$368,500 is available for the work.

A new alignment of about one mile of Highway 4 on the west edge of Stockton has been approved by the Highway Commission. This new alignment will replace three sub-standard curves with a new gradual curve.

R & D Watson, Inc. of Cupertino was the successful bidder for grading of roadbed and construction of one bridge in Tuolumne County. Project is located on Jacksonville Road south of Jamestown. Watson's bid was \$417,000.

Rosendahl Corp. negotiated a contract with the Calaveras Cement Plant (Flintkote) for the construction of new crusher facilities at Cataract Flat near Vallecito and modifications of the existing plant at San Andreas. Alterations at the existing plant are necessitated to handle the cement slurry that will be pumped to it by pipeline from the new plant at Cataract Flat. Although the contract was negotiated and no bid figures are available, it is estimated the cost of construction will exceed \$7 million. Charls Plumb of Stockton, Baldwin & Sons and Haight & Weatherbee are sub-contractors on the project, who have engineers employed.

Claude Wood Co. of Lodi was

low bidder on the reconstruction of Eight Mile Road between West Lane and Highway 99. The project consists of widening and constructing drainage facilities for \$256,793.

Larry Akslund, W. M. Lyles Co. and A. Teichert each has contracts in Lincoln Village West, an elegant housing project here in Stockton.

Stanfield & Moody was low bidder on two projects—the surfacing and reconstruction of So. Airport Way and the reconstruction of Byron Road in western San Joaquin County.

Work in the Modesto Area also has slowed down considerably with the completion of the hauling of borrow for Don Pedro Dam.

Terry Construction's Groveland Job for Boise Cascade is still progressing nicely. The job is in the subsistence area and the members are working nine hours per day. This job should last another five or six months depending on the weather.

A prejob conference was held with Fremont Construction Co. on their sewer improvement job for the City of Modesto. This approaches the \$600,000 figure and will provide employment for approximately ten engineers with a completion date of February 1970.

George Reed Co. and Flintkote are keeping many engineers busy with paving jobs scattered throughout the area.

Murphy-Pacific was low bidder on the bridge to be constructed over the San Joaquin River on Maze Road. This same company has the two bridge contract at Mossdale, which is only a few miles downstream from this project.

Register Now!

Deadline Sept. 10

Election Nov. 3



J. B. Jennings and Fran Walker

JOB STEWARDS APPOINTED SAFETY COMMITTEE APPOINTED

JOB STEWARDS APPOINTED

Week Ending June 12, 1970	Agent
Dist. Name	
20 Wayne K. Patch	Paul Wise
20 Leonard S. Perry	R. Havenhill
20 Leonard G. Hunt	Walt Norris
60 Ruby L. Henry	John Smith
90 Angelo Manzini	A. Dalton
Week Ending June 19, 1970	Agent
Dist. Name	
90 Wm. H. Pritchard	Bob Sheffield
02 Lorn Huddleston	Al Hansen
60 Jack Clark	Dan Senchal
60 Elden N. Fowler	Dan Senchal
60 Victor Keil	Dan Senchal
60 Shirley Roberts	Dan Senchal
90 Howard Green	Ken Allen
12 Clair Curtis	T. Bills
Week Ending June 26, 1970	Agent
Dist. Name	
90 Ray Catward	M. Kravnick
05 Francis Hao	V. Wessel
05 Ronald Shishido	V. Wessel
40 William Connor	Ray Cooper
40 David Kuykendall	Ray Cooper
11 James R. Balbos	R. Taylor
12 Homer Fuller	V. Long
12 Dick V. Hancock	E. Roderick
12 Robert Justice	V. Long

SAFETY COMMITTEE APPOINTED

Week Ending June 12, 1970	Agent
Dist. Name	
20 Robert Marvel	Paul Wise
Week Ending June 19, 1970	Agent
Dist. Name	
02 Wm. P. Hooks	Al Hansen
40 George Erdahl	Ray Cooper
60 Wesley Barnett	Dan Senchal
60 Dave P. Taylor, Sr.	Dan Senchal
60 Charles E. Walters	Dan Senchal
60 Bill S. Winnop	Dan Senchal
90 David Silva	Ken Allen
Week Ending June 26, 1970	Agent
Dist. Name	
40 Mel Fitzhugh	Ray Cooper
12 Roland Enlow	E. Roderick

Marin Work Starts Picking Up As Smaller Jobs Begin Moving

By AL HANSEN

Things looking up here in Marin. Santa-Fe Pomeroy Yard in Petaluma—starting to move there now—have a few contracts for pre-stressed concrete girders and highway.

Custom Grading keeping a few of the members busy all around the area. DeMartini & Smith in Petaluma—also keeping a few members busy.

Frank Moberly trying to wind up his job in Novato "The Oaks"—rolling right along with good sized-crew.

Soiland Company working down at College of Marin with Maggiora-Ghilotti, and J. B. C. Company—also in Sonoma all over the area—and Petaluma.

A. Teichert & Son still going along with their underground and streets for Boise Cascade subdivision in Petaluma.

Marin Trucking & Storage have lots of little jobs all over the area. Robert Brothers keeping a pretty good sized crew going at Bahia Del Prado subdivision in Novato. Hoffman Company are the developers.

Bob Smith keeping a few of the members busy at "Whiskey Springs" in Sausalito.

J.B. & C. Company have started their job at the Corte Madera Creek—at College of Marin. This is a flood control job.

Ghilotti Brothers starting to get stretched out—Marin-Sonoma-Santa Rosa-Napa, all over the place. Just recently, the Novato City Council awarded a contract to Ghilotti Bros. to repave Ignacio Blvd. from Hwy. 101 through Raphael Village—the portion through Raphael Village is also to be widened.

Maggiora-Ghilotti also getting stretched out in the area with small jobs here and there.

Valentine Corporation also started a small job in Larkspur. Holtzinger Brothers busy with a few jobs in the area.

Baldwin Construction Company going right along with their job in Larkspur, pipe work.

Syar & Harms with a week or so paving job on the San Rafael overpass. Murphy-Pacific also coming right along at the overpass in San Rafael—on schedule.

Joe Avella with little jobs around the area.

Wm. Green also with a few scattered around the area.

Brown-Ely Company have a flood control job in Sonoma—

finishing up their job at Hamilton Field—parking lot job, and doing a little patching here and there.

The Rock Sand and gravel plants here in the area are moving along at a normal pace, trying to keep their heads above water, and keep the crews they have going. The same goes for the Material Dealer—plants

See More MARIN Page 16

More Retirements . . .

(Continued from Page 13)

PRE-RETIREMENT DEATH BENEFITS

Award No.	Award Amount	Monthly Payment	Effective Date
Carolyn Nicholson—wife			
Glenisky, Roy	\$5,202	\$144.50	2/1/70
Lula H. Glenisky—wife			
Christy, Melvin R.	\$6,246	\$174.00	1/1/70
Annabelle Christy—wife			
Couch, John R.	\$8,100	\$225.00	1/1/70
Mary Couch—wife			
Soper, William	\$3,600	\$100.00	1/1/70
Mary D. Soper—wife			
Silvey, Roy	\$4,032	\$112.00	11/1/68
Marshleen Silvey—wife			
Doo, Alexander	\$2,718	\$ 75.00	10/1/69
Helen Doo—wife			
Scotfield, Kenneth	\$4,500	\$125.00	2/1/70
R. D. Scotfield—brother			
Hosino, Manuel	\$6,813	\$189.25	3/1/70
Theresa Mosino—wife			
Glass, Albert	\$4,068	\$120.00	2/1/70
Vera E. Glass—wife			
Griffith, Kenneth	\$6,939	\$192.75	3/1/70
Edith L. Griffith—wife			
French, Virgil	\$4,500	\$192.75	3/1/70
Opal M. Crawley-French—wife			
Parker, James L.	\$3,690	\$102.50	3/1/70
Emily L. Parker—wife			
White, Mitchell	\$4,536	\$126.00	7/1/68
Mary L. White—wife			
Benjamin, Lloyd C.	\$6,795	\$188.75	3/1/70
Ronald C. Benjamin—son			
Abel, Euclid	\$3,861	\$107.25	2/1/70
Daisy L. Abel—wife			
Alexander, Walter W.	\$4,500	\$125.00	9/1/69
Rosella Alexander—wife			
McKinnon, Elmer	\$9,396	\$261.00	4/1/70
Mabel I. McKinnon—wife			
Darling, Le Roy	\$4,392	\$122.00	4/1/70
Louise Darling—wife			
Ahkai, William	\$3,213	\$ 89.25	4/1/70
Alma Ahkai—wife			

#162 McKerlie, Robert D.	\$6,804	\$189.00	7/69
Bene: Bonnie McKerlie—daughter			
#182 Jones, Roscoe Ch.	\$3,564	\$ 99.00	1/69
Bene: Lillis Jones—Wife			
#179 Brink, George H.	\$8,280	\$230.00	10/69
Bene: Elma Brink—Wife			
#192 Wheeler, Neil Ch.	\$3,960	\$110.00	11/69
Bene: Justine Wheeler—Wife			
#200 Silva, Raymond	\$6,219	\$172.75	1/70
Bene: Lilinoe Sniffen—Wife			
#202 Silva, Raymond	\$6,219	\$172.75	1/70
Bene: Grace M. Silva—Wife			
#203 Price, Travis L.	\$7,326	\$203.50	12/69
Bene: Mary W. Price			
#209 Siefker, William A.	\$8,748	\$243.00	1/70
Bene: Grace D. Siefker—Wife			
#213 Nazro, Reynolds	\$4,158	\$115.50	1/70

CHANGES

Boger, Ellis F.	\$142.00
(Increase of 3 years pension credit, retroactive to August 1969)	
Robinson, Robert W.	\$ 99.00
(Increase of 1 year of pension credit, retroactive to May 1969)	
Talbot, Raymond B.	\$153.00
(Increase of 1 year of pension credit, retroactive to September 1969)	
Wyatt, William E.	\$170.75
(Increase of 1 year of pension credit, retroactive to July 1969)	

	Amount	Effective Date
Anderson, Lamont F.	\$218.75	12/6
Avilez, Daniel	\$252.00	1/70
Beaumont, Clark	\$204.00	7/69

CHANGES

Edwards, Roy C.	\$170.50
Rt. 1, Box 88, Biggs, Cal.	
(Increase of 1 year of pension credit, retroactive to October 1969)	

REINSTATEMENT

Strickland, Cleo	\$222.00
1616 Mt. Diablo St., Concord, Cal.	
(Reestablished Disability Social Security)	

Recent Retirees

International Vice President and Business Manager Al Clem and the Officers of Local Union No. 3 congratulate and offer their best wishes for long and happy retirement to the following members:

NORMAL PENSION

Name	Amount	Effective Date
Butcher, Charles J.	\$152.50	6/70
Christian, Charles M.	\$254.00	6/70
Hilderbrand, Ralph	\$238.25	6/70
McClure, Charles L.	\$251.50	6/70
Paulson, Leo A.	\$171.25	6/70
Crocco, Paul G.	\$260.00	6/70
Toscano, Frank	\$152.00	6/70
Van Manen, Joseph	\$251.00	6/70

EARLY RETIREMENT PENSION

Name	Amount	Effective Date
Cooper, Harold L.	\$229.50	6/70
Cross, Melvin J.	\$120.50	1/70
Eakins, Sterling E.	\$205.00	6/70
Hodges, Clyde E.	\$108.50	5/70
Johnsen, James	\$111.00	6/70
King, Joseph H.	\$127.50	11/59
Montanye, Frank	\$187.00	5/70
Myers, John R.	\$140.50	6/70
Sawyer, Clifton D.	\$230.50	6/70
Scarborough, Roy	\$230.50	8/70
Strattun, Donald K.	\$181.50	5/70
Syar, L. H.	\$235.00	6/70
Walker, Elmer E.	\$225.50	5/70

DISABILITY PENSIONS

Name	Amount	Effective Date
Carpenter, Paul L.	\$125.00	7/70
Deaton, Cody	\$220.25	2/70
Ellsworth, Allen H.	\$135.50	3/70
Henry, Merrill A.	\$223.75	1/70
Hunt, Robert L.	\$250.00	7/70
Martin, Alton C.	\$185.25	7/70
Prince, Clarence E.	\$153.25	4/70
Tucker, Bartlett C.	\$112.50	6/70
Webb, Clarence	\$192.00	4/70

PRO-RATA PENSION

Name	Amount	Effective Date
Aken, Lyman H.	\$ 51.50	1/70
Carver, Robert A.	\$ 72.50	5/70
Hollenbeck, Russell	\$ 76.75	5/70
Pierce, Lester R.	\$ 55.00	3/70

NORMAL PENSION

Name	Amount	Effective Date
Nunes, Anthony	\$ 60.00	7/69
Parker, Morgan	\$162.50	5/70
Stark, Mox L.	\$198.50	5/70

EARLY RETIREMENT PENSION

Name	Amount	Effective Date
Beall, William G.	\$251.50	3/70
Ehrod, Charles H.	\$121.50	5/70
McNutt, Edward	\$230.00	5/70
Meiffert, Donald R.	\$176.00	4/70
Pestano, Joseph F.	\$230.50	5/70
Scholes, Clarence A.	\$ 65.00	5/70
Thomas, Clyde H.	\$145.50	1/70
Thome, Charles T.	\$218.50	5/70
Wendell, Harry J.	\$ 92.50	5/70

DISABILITY PENSION

Name	Amount	Effective Date
Clay, Walter W.	\$137.50	2/70
Cooper, Romaine	\$142.50	2/70
Finley, Earl	\$172.50	2/70
Horrell, Mervin W.	\$109.00	1/70
Jeffery, Melvin	\$168.00	8/67
Lambert, Pete E.	\$250.00	7/70

PRO-RATA PENSION

Name	Amount	Effective Date
Carver, Robert A.	\$ 72.50	5/70
Dean, Jesse N.	\$ 32.50	5/70
Graves, Wilbur J.	\$ 75.00	3/10
Holland, George C.	\$ 78.75	1/69
Kanehl, George C.	\$ 78.75	1/69

CHANGES

Henry, Kenneth A.
RFD Box 5278, Brook Park Lane
Sacramento, California 559-01-3736
(Increase of 1 year of pension credit)
Simonis, Henry
24221 S. Chrisman Rd., #84, Tracy, Ca. 556-20-9603
(Increase of 1 year of pension credit)
Yeager, Earl F.
16139 El Capitan, Napa, Cal. 556-03-2114
(Increase of 3 1/4 years of pension credit)

NORMAL PENSION

Name	Amount	Effective Date
Aguilar, Antone	\$242.50	5/70
Andrade, Ralph	\$236.25	5/70
Arns, Howard	\$109.00	5/70
Bachtell, Ernest F.	\$142.50	4/70
Bailey, Percy H.	\$256.00	5/70
Blood, Tracy	\$114.75	4/70
Carrigan, S. P.	\$ 71.75	5/70
Gilson, Lyle E.	\$140.75	2/70
Johnson, Bernard A.	\$202.50	3/70
Johnston, Glenn L.	\$171.50	2/70
Madsen, William	\$251.50	5/70
Martinelli, Leonard	\$251.50	4/70
McClaren, J. H.	\$145.00	4/70
McKay, Charles A.	\$202.75	5/70
McMorrow, C. R.	\$122.50	4/70
Needham, Charles L.	\$197.25	5/70
Osborne, John	\$251.25	3/70
Peterson, Harry N.	\$156.50	4/70

Santa Rosa

(Continued from Page 10)

A NEW SALES TEAM—Parts Consultants and Microfilm viewers: Partsmen at Tenco Tractor get a new title because of a new microfilm system. Tenco has removed their parts counters and replaced them with parts desks. They are occupied by experienced employees whom Tenco feels are among their best men for personal contact work with the customers.

The consultants are finding the microfilm system easy to use. They can look up parts faster. They can find the pages faster than they could with the parts book. With the controls they can move pages quickly.

Parts Consultant Jack Roerig talked about his reaction to the microfilm system: "I think it produces more orders because if the customer is watching, as the pictures slide by he can pick out things that I normally wouldn't think of, and ordinarily he wouldn't either."

By April of next year, all Caterpillar dealers are scheduled to change over from Parts Books to microfilm.

Marysville

(Continued from Page 9)

tractors working fairly well. Guy F. Atkinson with work near Leggett on the highway down to one shift and only a small crew on that but with some slides going on presently everybody is wondering just what will happen come this winter.

Peter Kiewit also down to one shift at their highway 101 work near the Humboldt County line. Fresno Paving with George Wilson the super and Ralph Williams the second in command on their paving operation for both Vinnell and Guy F. Atkinson. O. C. Jones once again sneaking into the area with work at Sonoma State College and a familiar guy by the name of Brady Johns also in the area.

SPORTSMEN. The expert archers are once again in the area now the Deer Season for bow and arrow experts and from all indications this should be an excellent year because many bucks have been seen in the area. By the time you are reading this the regular deer season will be open so — GOOD LUCK. There are many sportsmen who live in this district and rightly so because of the big variety of things to do.

Now take fishing—let me tell you of one of our retired Indian brothers by the name of Hank Dunsing who appeared in the Ukiah office at one of our regular Wednesday morning get-togethers. He motioned a few of us to his pickup and showed us a whole sack full of Crappie (fish to the uninformed) which he said he had caught in just an hour which fishing on Lake Mendocino. We all laughed at this big fish story but just in case it was true I told him I would meet him at 5 a.m. the following Wednesday and he could show me how he did it. Well, to make a long story short, he met me and now there are two of us who can boast of having caught a sack full of Crappie in one hour but the secret spot will remain a secret.

BLOOD BANK. The blood bank is becoming quite low so if you get a chance—don't fail to make an appointment just as Floyd Webb has been doing quite regularly—in fact he just received an award for being so faithful. Congratulations Floyd.

Obituaries

International Vice President and Business Manager Al Clem and the Officers of Local Union No. 3 offer their sympathy and condolence to the families and friends of the following deceased:

Baker, Lester (Rhonda, Wife)	7-16-70
92 Palo Ave., San Jose, Calif.	
Blanchard, W. A. (Mabel, Wife)	6-9-70
310 East 44th, Boise, Idaho	
Carroll, Sam (Marie, Wife)	6-28-70
106 East "B", Sparks, Nevada	
Clark, Oscar (Martha, Wife)	7-19-70
203 Acacia Street, Clovis, Calif.	
Cole, Newman (Luella, Wife)	7-18-70
3122 Loretta, Santa Rosa, Calif.	
Cunningham, Lloyd (Nadine, Wife)	6-17-70
Rte. 1, Box 904, Colfax, Calif.	
Curtion, Floyd (Laura, Wife)	7-17-70
701 Chestnut, Turlock, Calif.	
Dennis, Hayden (Ronald, Son)	6-25-70
820 Lexington St., Milpitas, Calif.	
Douglas, Donald (Mary A., Wife)	7-6-70
Box 314, Carlin, Nevada	
Dolan, V. T. (Mildred, Wife)	7-22-70
P. O. Box 161, Gilroy, Calif.	
Dunn, Philip (Maureen, Wife)	7-16-70
Box 6243 Woodleaf Street, Oroville, Calif.	
Frerichs, Harry (Miriam, Wife)	7-15-70
126 E. Highland, Tracy, Calif.	
Johnson, Charles (Ida Fleming, Sister)	7-21-70
216 "J" St., Eureka, Calif.	
Kenworthy, C. V. (Thelma L., Wife)	7-10-70
Rt. 1, Box 2162, Colfax, Calif.	
Kincannon, Everett (Louise, Wife)	6-23-70
1595 Laurelwood No. 30, Santa Clara, Calif.	
Klingaman, Marlan (Anna M., Wife)	6-25-70
919 Panorama Drive, Elko, Nevada	
Logue, G. H. (Edna Ruth, Wife)	6-19-70
751 Winchester Dr., Burlingame, Calif.	
McClue, Everett (Carol L., Wife)	6-4-70
44440 Dam Road, El Sobrante, Calif.	
McFarland, John E. (Louise K., Wife)	7-7-70
1212 Freeman St., Marysville, Calif.	
McGuire, William (Marjorie, Wife)	6-15-70
1019 Balour Drive, Encinitas, Calif.	

See OBITUARIES CONTINUED Page 14

More Retirees

Rood, Carl T.	\$252.25	4/70
Rooney, Claire E.	\$201.25	5/70
Snyder, Arlin A.	\$253.00	2/70
Souza, Peter	\$234.50	4/70
Swain, Laurence L.	\$186.50	1/70
Tappa, Frank	\$251.50	4/70
Tibbs, Edwin J.	\$111.75	2/70
Tulley, Maurice W.	\$173.00	5/70
Ward, Glen E.	\$ 90.00	7/70
Williams, Arthur	\$156.00	3/70
Wing, Harvey	\$162.00	4/70
Youtsey, Frank	\$252.50	5/70
EARLY RETIREMENT PENSION		
Addington, Howard	\$234.50	4/70
Bird, J. S.	\$176.50	12/69
Bovet, Earl H.	\$196.50	4/70
Bresciani, Albert V.	\$240.50	3/70
Bryant, Clifford M.	\$237.00	1/70
Clark, Harold S.	\$224.50	2/70
Collins, Elmer L.	\$113.50	6/70
Gibson, George B.	\$240.50	4/70
Hasenstein, Herman	\$231.00	4/70
Hudson, T. E.	\$125.00	4/70
Kennedy, Lester P.	\$193.50	2/70
Lane, William T.	\$193.50	1/70
Larsen, Leland	\$237.50	5/70
Louderback, William P.	\$181.50	3/70
Madry, Loyd B.	\$246.00	4/70
Mangini, Raymond F.	\$179.50	5/70
Peterson, Arthur T.	\$ 74.50	4/70
Prior, Byron A.	\$234.50	4/70
Ridell, William W.	\$206.50	4/70
Russell, David M.	\$103.50	2/70
Schisslep, Henry	\$227.50	3/70
Shoop, John C.	\$134.50	9/69
Stevens, Charles W.	\$106.50	4/70
Thomas, E. A.	\$198.00	3/70
Tonn, Henry	\$215.50	4/70
Varian, Victor C.	\$204.00	4/70
Vulgamore, Robert	\$156.00	5/70
Wise, Walter L.	\$158.00	5/70
DISABILITY PENSION		
Name	Amount	Effective Date
Alley, Keith K.	\$189.00	9/69
Cannedy, Murray	\$117.00	9/69
Church, Clinton C.	\$ 75.50	12/69
Day, George H.	\$112.25	2/70
De Vries, Willard V.	\$117.00	7/69
Miranda, Gilbert	\$160.00	5/70
Moore, O. B.	\$200.00	11/69
Nefstead, Herbert	\$200.00	10/69
Neukam, Wilford F.	\$230.00	6/70
Parmley, LeRoy	\$200.00	10/69
Prado, Simon, Jr.	\$150.00	6/70
Rennison, Hugh F.	\$130.00	6/70
Roberts, Jack E.	\$153.00	10/68
Simonis, Henry	\$120.00	5/70
Stewart, Howard A.	\$232.50	6/70
Yokota, Richard	\$151.00	11/69

Nevada Contract Highlights

(Continued from Page 3)

work who is required to work suspended by ropes and an Employee performing work on a Yo-Yo CAT shall receive twenty-five cents (25c) per hour premium additional to the regular rate of pay.

WAGES. Foremen, other than General Foreman, Shifters, Heavy Duty Repairman Foreman and Master Mechanics (Heavy Duty) shall receive:

- \$7.44 per hour, beginning 7-1-70, and
- \$7.88 per hour, beginning 1-1-71, and
- \$8.32 per hour, beginning 7-1-71, and
- \$8.54 per hour, beginning 1-1-72, and
- \$8.98 per hour, beginning 7-1-72, and
- \$9.20 per hour, beginning 1-1-73,

together with overtime computed at the overtime rate applicable to the men supervised. All Foremen, Shifters, Heavy Duty Repairman Foreman and Master Mechanics (Heavy Duty) shall be paid by the day, except overtime, which shall be paid by the hour and half hour.

FRINGE BENEFITS

HEALTH AND WELFARE. Each Individual Employer covered by this Agreement shall pay into the Operating Engineers' Health and Welfare Trust Fund for Northern Nevada according to the following schedule:

- 38 cents per hour Effective 7-1-70
- 40 cents per hour Effective 1-1-71
- 45 cents per hour Effective 7-1-71
- 50 cents per hour Effective 7-1-72

The proportionate share of the assets of the Northern Nevada Health and Welfare Joint Administrative Group based on payments made by reason of the employment of Operating Engineers in the past shall be transferred to the Operating Engineers Health and Welfare Trust Fund for Northern Nevada on or before October 1, 1970.

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

- .03 cents per hour Effective 7-1-70
- .05 cents per hour Effective 7-1-71

PENSIONS. Each Individual Employer covered by this Agreement shall pay into the Operating Engineers' Pension Trust Fund according to the following schedule:

- 50 cents per hour Effective 7-1-70
- 75 cents per hour Effective 7-1-71
- \$1.00 per hour Effective 7-1-72

JOURNEYMAN AND APPRENTICE TRAINING FUND. Each Individual Employer covered by this Agreement shall pay into the Journeyman and Apprentice Training Fund for Operating Engineers according to the following schedule:

- 06 cents per hour Effective 7-1-70
- 16 cents per hour Effective 1-1-71
- 21 cents per hour Effective 7-1-71
- 26 cents per hour Effective 1-1-72
- 31 cents per hour Effective 7-1-72

Effective January 1, 1971, the Utility Man will be phased out of the Agreement. It appears to the contracting parties that due to the advances in technology and deteriorate physical capacities of many of the older employees that many of them are unable, due to a lack of skills, to obtain sufficient employment to earn at least 700 hours future service Pension Credits, it is therefore deemed advisable to set up the following training program. Employees (1) who have attained their fiftieth (50th) birthday but have not attained their fifty-sixth (56th) birthday and have ten (10) years or more Pension Credits; (2) have been while unemployed under this Agreement continuously registered in a Nevada Job Placement Center or other approved Job Placement Center during the previous calendar year (registration during the calendar week following termination shall not break continuous registration) and have not refused four (4) or more discharges during the previous calendar year and are at the time of application for training registered in a Nevada Job Placement Center, (3) did earn three hundred fifty (350) hours pension credits but less than seven hundred (700) hours pension credits during the previous calendar year shall be eligible for training as follows:

1. Training shall take place at an approved Training Center.
2. The cost of transportation to and from the Training Center, subsistence and lodging while at the Training Center, and the cost of training shall be paid from this account.
3. While at the Training Center there shall be paid to the Health and Welfare Trust (12.32.00) and the Pension Trust (12.04.00) the amounts called for by this Agreement for every training hour but not for more than forty (40) hours in any one calendar week.
4. Based on the funds available and reasonably anticipated to be available the Trustees shall grant a weekly training allowance to each participating Trainee which shall not exceed the Group 1, Area 1 wage rate.

Training shall terminate:

1. On the Friday following the employee attaining seven hundred (700) future service pension hours credit.
 2. A shut-down of all or part of the operations of the Training Center affecting the Employee's training.
 3. Discharge by a Job Placement Center to employment under a Collective Bargaining Agreement with the Union.
- In the case of a termination under 2 or 3 above, the employee shall be eligible for further training to 1 above. This training program shall open at such time as the Trustees so determine but in no event later than January 1, 1972. Applicants shall be accepted commencing on January 1, 1971 and January 1 yearly thereafter and shall be trained on a first come first trained basis to the extent of the funds and training facilities available.

Application shall be made by applying at a Nevada Job Placement Center. The Trustees are specifically authorized based

on the available and reasonably anticipated to be available funds to modify 12.05.01 through 12.05.05.

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

- 36 cents per hour Effective 7-1-70
- 40 cents per hour Effective 1-1-71
- 45 cents per hour Effective 7-1-71
- 55 cents per hour Effective 1-1-72
- 65 cents per hour Effective 7-1-72

Such payments shall be made in accordance with and in the manner as provided in the **VACATION AND HOLIDAY PAY PLAN**, Section 21.00.00.

FRINGE OPTION. Each Individual Employer covered by this Agreement shall pay according to the following schedule for each hour worked by each Employee for an Individual Employer under this Agreement, and for each hour due such Employee as shift differential from the Individual Employer. At the option of the Local Union Executive Board, such payments shall be applied in whole or in part to the Operating Engineers' Health and Welfare Trust Fund, Pensioned Health and Welfare Trust Fund, Pension Trust Fund, Nevada Apprentice Termination and Training Subsistence Fund for Operating Engineers and the Journeymen and Apprentice Training Fund.

- 05 cents per hour Effective 1-1-71

An additional

- 05 cents per hour Effective 1-1-72

Upon the exercise of such option, subject to the effective date hereof, such payments shall become a part of the Fund and shall be subject to the provisions of the Agreement applicable thereto. **Nevada Apprentice Termination and Training Subsistence Fund for Operating Engineers.** Each Individual Employer covered by this Agreement shall pay into the Nevada Apprentice Termination and Training Subsistence Fund for Operating Engineers for each hour worked by each Registered Apprentice covered by this Agreement according to the following schedule:

- 40 cents per hour Effective 7-1-70

In the event a Registered Apprentice presently in the program does not qualify for a Termination paycheck, the Operating Engineers and Participating Employers Pre-Apprentice, Apprentice, and Journeyman Affirmative Action Training Fund for Northern Nevada shall make up any sum required for travel and subsistence to enable the Registered Apprentice to attend the Training Center (approved by the Union and the Nevada Chapter of the Associated General Contractors of America, Inc.) and complete his Apprentice Training.

INDUSTRY PROMOTION. Each Individual Employer covered by this Agreement shall pay into the Nevada Construction Industry Promotion Bureau, Inc., according to the following schedule:

- 05 cents per hour Effective 7-1-70

Steel Fabricating and Erecting Work: The California Agreement covering Steel Fabrication and Erection work has been incorporated in Addendum and is the same as continued in the California Master Agreement.

Effective June 15, 1971 the wages shall be the same as those negotiated between the Union and the Employers in Northern California.

Fringe Benefits will be the same as those contained in Master Agreement for Nevada.

Special Working Rules and Conditions for Working Underground: Employees working in tunnels or adits shall receive thirty-five cents (35c) per hour in addition to their straight time hourly wage rate set out in Section 01.00.00 and it shall be the Employee's Underground straight time hourly wage rate. Employees working within shafts, stopes and raises shall receive sixty cents (60c) per hour in addition to their straight time hourly wage rate set out in Section 01.00.00 of the Master Agreement and it shall be the Employees' Underground straight time hourly wage rate.

Business Offices and Agents Phone Listing

DISTRICT 1—SAN FRANCISCO	
Dispatch Office:	
470 Valencia Street 94103 (Area 415)	431-5744
A. J. "Buck" Hope, Dist. Rep.	992-1182
Don Luba (Dist. Operator) Enterprise	1-5345
Bill Parker	223-3417
Fran Walker, Trustee	455-6304
SAN MATEO	
1527 South "B" 94402	345-8237
Bill Roney	358-5590
Dick Bell	359-6967
SAN RAFAEL	
76 Belvedere Street 94901	454-3565
Al Hansen	479-6874
VALLEJO	
404 Nebraska Street 94590	644-2667
Aaron S. Smith	643-2972
Dudley Western	648-1775
DISTRICT 2—OAKLAND	
1444 Webster Street 94612	893-2120
Norris Casey, Dist. Rep.	687-8545
Guy Jones	525-5055
Jim Jennings	828-5803
Tom Carter	682-6382
Alex Cellini	828-3486
Herman Eppler	754-3072
Robert Havenhill	846-1756
John B. Norris	223-4957
Paul Wise	686-2587
DISTRICT 3—STOCKTON	
2626 N. California 95204 (Area 209)	464-7687
Walter Talbot, Dist. Rep.	477-3210
Al McManara	464-0706
Elvin Balatti	948-1742
Mike Womack	369-6400
MODESTO	
401 H Street 95354	522-0833
Jerry Bennett	529-5389
DISTRICT 4—EUREKA	
2806 Broadway 95501 (Area 707)	443-7328
Ray Cooper, Dist. Rep.	443-1814
Eugene Lake	443-5843
DISTRICT 4—FRESNO	
3121 East Olive 93702 (Area 209)	233-3148
Claude Odom, Dist. Rep.	439-4052
Bob Merriott	734-8596
Walter Norris	439-5455
Jim Hall	439-8587
DISTRICT 5—MARYSVILLE	
1010 Eye Street 95901 (Area 916)	743-7321
Harold Huston, Dist. Rep.	742-1728
John Smith	743-6113
Dan Senechal	673-5736
Leonard Miller	742-5722
DISTRICT 7—REDDING	
100 Lake Blvd. 96001 (Area 916)	241-0158
Ken Green, Dist. Rep.	347-4097
Lou Barnes	243-7645
DISTRICT 8—SACRAMENTO	
8580 Elder Creek Road 95828 (Area 916)	383-8490
Doug Farley, Dist. Rep.	685-3062
Al Dalton	622-2078
Marlin Coopender	488-4180
Ken Allen	422-0082
Al Swan	497-5491
DISTRICT 9—SAN JOSE	
760 Emory Street 95110 (Area 408)	295-8788
Bob Skidgel, Dist. Rep.	269-8436
Mike Kraynick	266-7502
Jack Curtis	476-3824
Bob Owen	251-0416
Bob Sheffield	225-5458
DISTRICT 10—SANTA ROSA	
3900 Mayette 95405 (Area 707)	546-2407
Russell Swanson, Dist. Rep.	545-4414
Robert Wagon	539-2821
NEVADA	
DISTRICT 11—RENO	
185 Marlin Avenue 89502 (Area 702)	329-0236
Bill Reiterford, Dist. Rep.	747-3509
Edwin Knapp	635-2737
Russell Taylor	423-5520
Harry L. Bouwens	358-0929
UTAH	
DISTRICT 12—SALT LAKE CITY	
1958 W. N. Temple 84103 (Area 801)	328-4946
Tom Bills, Dist. Rep.	255-6515
Elmer Roderick	373-6459
Victor Long	465-2505
PROVO	
125 E. 300 South 84501 (Area 801)	373-8237
Wayne Lassiter	487-2457
OGDEN	
2538 Washington Blvd. 84401 (Area 801)	399-1139
Kay Leishman	773-9254
HONOLULU, HAWAII	
2305 S. Beretania 96814 (Area 808)	349-0084
Harold Lewis, Sub-Dist. Rep.	923-1207
Ken Kahoonei	841-1973
Wilfred Brown	845-3750
Wallace Leon	855-3908
Bert Nakano (Hilo)	958-6141
Valentine K. Wessel (Hilo)	935-1043
AGANA, GUAM	
P.O. Box E-J 96910	772-4222
Bob Mayfield	772-4222
William Flores	749-2400
Yona Hae Jun	772-4222
Mike Pope	746-3422

Obituaries continued

Morrill, John (Clara, Mother)	6-20-70
2119-145th Avenue, Oakland, Calif.	
Myers, Charles (Lillian Reynolds, Daughter)	7-5-70
Rt. 4, Box 516, Chico, Calif.	
Oglesby, Melvin (Jane, Wife)	6-22-70
3590 Mauricia Avenue, Santa Clara, Calif.	
Papash, Michael (Mary Jane, Wife)	6-23-70
Box 314, Moss Beach, Calif.	
Prather, Ira (Doris, Wife)	7-20-70
1564 Central Avenue, McKinleyville, Calif.	
Roeder, Lee J. (Opal, Wife)	7-5-70
P. O. Box 1772, Santa Cruz, Calif.	
Sartain, Alton (Anna Elliott, Sister)	6-26-70
P. O. Box 205, Altaville, Calif.	
Stabio, Antone (Mary E., Wife)	6-13-70
3573 Idlewild Avenue, Napa, California	
Stockton, Virgil (Addie, Wife)	7-6-70
713-A Windelot St., Tracy, Calif.	
Sutton, Walter (Clara, Wife)	6-22-70
4722 E. Florence, Fresno, Calif.	
Waters, Newell C. (Leonard A., Brother)	7-2-70
3440 "F" Street, Eureka, Calif.	
Wenger, Louis A. (Iola, Wife)	7-19-70
323 S. Sinclair, Stockton, Calif.	
White, Donald (Mildred, Wife)	6-15-70
255 Valle Vista, Donville, Calif.	
Woods, Paul C. (Mildred, Wife)	7-16-70
1501 N. Elm, Visalia, Calif.	
79 Deceased Members—May through July 1970	
5 Industrial Accidents	

That Five-Year Apprenticeship

AFL-CIO President George Meany, who is still a card-carrying journeyman member of the U. A., defended the building trades union's long apprenticeships last month.

He was asked at the National Press Club in Washington why the U. A. felt it required five years to train a plumber while the Air Force could train a pilot in less than a year.

Replied Meany: "It takes more knowledge to be an all-round plumber than it does to be an aviator."

Personal Notes

SAN RAFAEL

Our congratulations to following members who are "pulling the pin"—Brothers Paul Bach, A. M. Dewey, and Henry Ficken. Happy Retirement!

We hear that Brother Gene Pulley has been released from Hillcrest General and is on the mend, after the accident he had in Gerwick's Yd. in Petaluma. Best wishes for a fast and speedy recovery, Gene.

Our deepest sympathy to Brother Haskell Thomas and family on the sudden passing of his baby boy "Kevin" on July 8th.

FRESNO

We wish to express our deepest sympathies to the family and friends of Brother Walter Sutton who recently passed away.

Best wishes for a speedy recovery to the following brothers, F. E. Lawrence, William E. Ponder and T. M. Thomason.

STOCKTON-MODESTO

Brothers Clark Kempton, Eddie Murakami, O. D. Morris, Ben F. Bates, Ray Monteith, William Mote, Roy A. Liel and Elmer Thorpe, Jr. were either hospitalized or under a doctors care since our last report. A speedy recovery is wished for all.

Our deepest sympathies are extended to the family and friends of Brother C. V. Kenworthy, who passed away July 10th and to Brother Burl Chandler on the loss of his wife, Lois. Also, to the family and friends of Brother Alton Sartain, who was employed by San Joaquin County.

SACRAMENTO

Following is a list of donors to the Operating Engineers Local Union No. 3 Blood Bank: Douglas M. Farley, Don D. Morlan, Michael Womack, Albert A. Muns, Mrs. Virginia W. Moore, Mrs. Celeste Stockley, Virgil A. Burns, George Tipton, Clem A. Hoover, Mrs. Juanita E. Hoover, Martin E. Coopender.

Brother Solomon Domingo is in critical condition at the Sacramento Medical Center.

RENO

Brother James Coton is ill and in Washoe Medical Center. Brother Coton would appreciate the Brothers dropping in and seeing him or dropping him a little get well card.

MARYSVILLE

Our special thanks this month for blood donations go to Lee Garner, Charles E. Van Doorn, Mrs. Judith A. Dickens and James H. Wallace.

We urgently request all the engineers and their families and friends to donate a pint of blood to the Operating Engineers Local Union No. 3 Marysville District No. 60 Blood Bank. We have had several emergencies that needed blood which has left the blood bank quite low. This is everyone's responsibility. PLEASE HELP US!

Donations in the Marysville area can be given on the second Tuesday of each month at the Marysville Elks Club, in the Chico Area each Monday and in Oroville by appointment.

Our deepest sympathies to the families of deceased members John E. McFarlane and Charles Myers, both of whom passed away this past month. Also to Brother Edgar Barney who lost his wife, Shirley.

Brother Art Trimble is home recuperating after his short stay in Rideout Hospital at Marysville.

Brother Theral Halsted is still in Rideout Hospital in Marysville. We hope he can go home very soon.

Brother Bob Ferguson is home now after a stay in the Veterans Hospital in Martinez.

We just received news this morning of the death of Brother Sidney John Torgeson who was employed in the Parts Department of Peterson Tractor in Chico. Our sympathies to his family and friends. Brother Torgeson was killed in an auto accident in Oakland.

REDDING

Best wishes for a speedy recovery to: Vernon Schuette who is in the hospital with a broken foot after a freak accident on the job. Also, a speedy recovery to Dick Harlson and Count Tanner.

Our deepest sympathy to Brother Harold Headrick on the recent loss of his wife Dorothy who passed away suddenly. Also, our deepest sympathy to Brother Charles Elrod on the loss of his wife Naomi who expired after a long illness.

SAN JOSE

Brother Earl Hagle is enjoying his well-earned retirement. He and Mrs. Hagle started their trip through twenty-two states on February 9th and returned to San Jose on July 3rd. They covered over 13,000 miles, which took them through Texas, Key West Florida and Washington D.C. While in Florida, the Hurricane Alma, hit the Coast. Brother Hagle stated that 10 inches of rain fell in a twenty-four hour period.

We would like to express our thanks to Mrs. Gladys Peterson, Mrs. Joan Priolo and Raymond C. Phillips, who recently donated blood to the Engineers' Blood Bank.

We would like to take this opportunity to extend our sympathies to the families of the following deceased Brothers: Melvin Oglesby, Everett Kincannon, Lee J. Roeder and Lester Baker.

EUREKA

We wish to extend our deepest sympathy to the family of Newell C. Waters, who passed away after a lengthy illness July 2, 1970.

We express our deepest sympathy to Brother R. C. "Tex" Hunt on the loss of his wife, Mabel who passed away after a lengthy illness on June 30, 1970.

Our deepest sympathy is extended to Brother Bob Pennington on the loss of his wife, Alvirda who passed away April 12, 1970 after a short illness.

We wish to extend our deepest sympathy to the family of

See more PERSONAL NOTES page 16

SWAP SHOP CORNER: Free Want Ads for Engineers

1943 TRAILER HOUSE 10 x 54 Deloitte, 2 BR, new awning, fire alarm system, washing machine, furniture in Willets. \$3,500. Call 408/274-3480. Robert Jehs, 3074 Rossmore Way, San Jose. Reg. No. 1079834. 6-1.

SALE OR LEASE 80-ACRE cattle ranch nr. Grants Pass, Ore. Permanent pasture, good fishing and hunting, scenic views, new house, lots of water from developed springs. Good D-4 Cat dozer included. Sale \$105,000, lease \$3,000/vr. L. H. Freeman, 1010 Atlantic St., Salinas, Ca., Phone 408/422-3347. Reg. No. 0512523. 6-1.

HUNTERS DELIGHT Brittany Spaniels whelped 3/12/70. Exc. background. Dog will please to suit. \$75 for males, \$65 females. Call 408/624-7913. Reg. No. 1359571. 6-1.

INVESTMENT TWO HOMES adj. lots, walking distance town. One 2 BR one 4 BR both w/fireplace, garage, \$40,000, \$8,000 down. H. W. Keeler, 2281 Second St., Napa, Ca., 224-2207. Reg. No. 429149. 6-1.

FOR QUICK SALE: WHITE 1969 camper compl. equipped, w/lucease rack. Good cond. \$2,800 cash. B. Davenport, 2433-21st, San Pablo, Ca. Ph. 237-9490. Reg. No. 0495999. 6-1.

FOR SALE: 1961 G-1000 + 8 attach. \$25,000. Ph. 916/456-9186. Reg. No. 0970365. 6-1.

225 HP BRIGGS STRATTON motor on Signature 1 1/2 inch pump, run less than 100 hrs. Will sell for \$70 or trade for car top boat. Chas. W. Hall, 4582 Second St., Pleasanton, Ca. 94566. Phone 846-2225. Reg. No. 0822631. 6-1.

NEW DRILLING RIG all diesel, will drill up to 8 ft. deep. Call owner at 408/736-6902. Reg. No. 1121881. 6-1.

FOR SALE: CLEAR LAKE lots at Lower Lake and Hiway 29. Appr. 60 x 150, Seigler Creek \$4,250 and a view lot for \$2,300. Paved streets and utilities. Will consider boat as part payment. Tim H. Atkinson, 563 Bluefield Lane, Hayward, Ca. Phone 415/783-1574. Reg. No. 0663894. 6-1.

BOAT FOR SALE. Like new Crooks 16' Berkley Jet, 283 Cu.in. Chev. motor, Single axle trailer, 1970 Lic. \$2,500 or offer. 415/582-6110. Hayward, Ca. Reg. No. 0892547. 6-1.

FOR SALE: 1966 OAK TELEPHONE solid brass parts, crank. Wall style w/writing shelf. Long pole pear shaped receiver. Complete. Exc. cond. \$36. G. Billard, 21710 Regard Rd., Cupertino, Ca. 95014. Reg. No. 1382585. 6-1.

FOR SALE 1964 PONTIAC fast, attractive P15, R8H, motor 326 cu.in. Fenton slick shift. See to appreciate. B. Davenport, 2433-21st, San Pablo, Ca. Ph. 237-9490. Reg. No. 0495999. 6-1.

FOR SALE: 10x35 MOBILE HOME in Clearlake Oaks. 2 BR, mast. BR expand. 2 Bathrooms, screened porch. Furnished Boat hse, storage shed, shaded lot. 1 blk to lake. \$12,500. J. C. Enos, 1093 Mori-gold Rd., Livermore, Ca. 94550. Ph. 415/447-4957. Reg. No. 620122. 6-1.

ONE CABLE TOOL 71 Star all power derrick w/boots \$2,500. Also one rotary rig w/truck and pipe trator 600 foot drill pipe \$2,500. Call or write 240 Nost, Tulare, Ca. 686-9245. Reg. No. 0918845. 6-1.

FOR SALE: ROLLEI-MAGIC Twin reflex camera, auto. Rollei flash attach. & lens shade cost \$230 sell for \$100. L. Jones, 17056 Via Piedras, San Lorenzo, Ca. Ph. 415/778-4085. Reg. No. 394353. 6-1.

FOR SALE: C35 SHIELD BANTAM crawler 3 1/2 yd Backhoe \$3,200 good cond. Phone 369-5225 Lodi. Reg. No. 863761. 6-1.

HIDDEN VALLEY LAKE 1/3 acre, slight incline, view, beautiful valley. Golfing, hiking, trails, sars riding, fish, hunt, club hse, swim & boat. \$9,995 Phone San Pablo 234-4267. Reg. No. 321464. 6-1.

BOAT FOR SALE: 1959 25 Ft. Owens. Full canvas, head, galley, C. J. Roslin, 157 West Alce, Stockton, Ca. 209/465-2754. Reg. No. 0876187. 6-1.

FOR SALE 1957 CHEVY short block No. 263, 60 Chev engine No. 283, 57 power slide trans. all out of car \$30 for all. L. H. Jones, 17056 Via Piedras, San Lorenzo, Ca. 278-4085. Reg. No. 394353. 6-1.

FOR SALE: CRAFTSMAN 7 IN. ELECTRIC hand saw used once. \$35, steel carrying case inc. Cost \$55. L. Jones, 17056 Via Piedras, San Lorenzo, Ca. 94580. Ph. 415/778-4085. Reg. No. 394353. 6-1.

CLEAN AIR FOR SALE. Beautiful view, sking, boating, Emigrant Gap on county rd. off 1-80, 1/2 acre, elec., water \$3,950. Less for cash. Harold Sousa, 205 Poshard St., Pleasant Hill, Ca. 94523. Reg. No. 0754385. 6-1.

FOR SALE: CHAMPION 10' x 40' mobile house trailer used very little 2 BR, fully equipped. Bv owner Phone 408/251-6552. Reg. No. 1003102. 6-1.

FOR SALE: 80 Acres All/Part \$300.00 per acre. Northern Mendocino County, Water, Trees, Meadows, Low Dn., 6% interest. K. J. WINGETT Box No. 2, LAYTONVILLE, CALIF. 95454. Ph. 707/984-2119. Reg. No. 1414683.

POMERANIAN PUPPIES. Red, whelped Jan. 14, '70. Half-sister currently being shown. 408/335-5209. Fred P. Christie, 107 Valley View Ave., Felton, Ca. 95018. Reg. No. 0994064.

SIGNATURE PUMP 2.25 H.P. Run less than 100 hrs. Will take \$70 or trade for car top boat. Chas. W. Hall, 4582 Second St., Pleasanton, Calif. Phone 846-2225.

FOR SALE OR TRADE for any short-wave amateur band equip! One 1970 electric portable SMC POWERITE I've-writer that cost \$130, plus one bowling-ball with beautiful carrying case, & electric medium size band-saw. Typewriter only used on holidays, so therefore only a few hours is on the machine because it was purchased only a few months ago. We have 2 other portables at our disposal, so decided we no longer needed it. Ken Mahoney, K6OPG, 455-41st Av., San Francisco, 366-6543. 6-1-70

FOR SALE Income Property, seven rentals, plus nice lge. two-bedroom home. Fireplace, double garage, 5 acres alfalfa,

good corral. Main hiway, 1/2 mile from city limits. All one location, Warren M. Vaughn, P.O. Box 215, Fallon, Nev. 89406. Phone 702/423-4953. Reg. No. 0331594. 6-1

FOR SALE: 250 GAL. PROPANE TANK & regulator. \$115. Also 30 gal. elec. hot heater, \$25. Al Alves, P.O. Box 97, Pittsburg. Phone at 6 p.m., 415-458-2494. Reg. No. 372963. 6-1.

FOR SALE: \$3500. In Fillmore, Utah, 90'x165' lot set up for mobile home. Patio 10'x40', storage bldg., city water for garden; hunting and fishing close by. O. W. George, 12348 N. Hwy. 99, Lodi, Calif. 95240. Tele. 209-368-4991. Reg. No. 1006611. 6-1.

1200 FEET CYCLOPE FENCE, 6 ft. galv., heavy gauge. Crest fence available, phone 635-7919. L. N. Eddy, 1454 Willcrest Dr., Concord, Calif. 94522. Reg. No. 0397463. 6-1.

FOR SALE: 100 GAL. AQUARIUM, stainless steel, all access, incl. filter & pump, wrought iron stand, \$250. Call 415/994-0727. Reg. No. 0855511. 7-1.

FOR SALE: WF 300 AMP. P&H ARC WELDER mounted on Ford truck. Custom body, power winch w/"A" frames to 23' lift. Extra wire rope, chains, chokers, C clamps. Smith comb, tarch & hose, cables & app. 700 lb. welding rod. Also 200 amp. Lincoln arc welder & cables, elec. motor driven, M. M. Pickner, 541 Zinfandel, Ukiah, Ca. 95482. Phone 707/462-6972. Reg. No. 0935453. 7-1.

SALE OR TRADE, 2 BR. HOUSE, large kitchen plus dining area, lg. liv. room, w/w carpet, fireplace, lg. patio, partly covered, yard in fruit trees, nr. schools, in Oroville. Write Virgil Carpenter, 1235 Maple Dr., Oakdale, Ca. 95361. Reg. No. 0821918. 7-1.

PATRICK'S POINT, TRINIDAD. Calif., ocean bluff, level lot, one acre, Lee F. Kirkman, phone 916/533-4025, Oroville. Reg. No. 0301425. 7-1.

TRAILER PARK SITE FOR SALE. Adj. to town of Happy Camp, Cal., 14 acres, \$2,200/acre. City water & blacktop road frontage. Charles Shannon, 8423 Churn Creek Rd., Redding, Ca. Reg. No. 1414672. 7-1.

NICE TRACTOR FOR SALE, 1961 Ford 2000 series gas tractor w/12' backhoe, no loader, 3 speed aux. Sherman transmission, good rubber, exceptionally low hours. \$2,500. Russ Stoner, Marysville 916/743-4831. Reg. No. 0950747. 7-1.

1961 INTERNATIONAL B152 SERIES, Garwood 4'x9' dump w/camber shell. Dual gas tanks, Brownie 2 sp. aux. trans. Front end winch. 7 ton cap. Duals or singles on rear, exc. tires, rims, chains & misc. parts. Call 415/364-0140 days, 365-0284 after 5 p.m. \$1,500 or offer. R. Stacey, Reg. No. 117225. 7-1.

FOR SALE: 1963 380 HYDRO mounted on 180 International 50 model, powered by Ford industrial engine on Hy-Hoe. Clean, \$5,250. Phone 209/523-6834. Reg. No. 0689121. 7-1.

BLACK LABRADOR PUPS FOR SALE: A.K.C., good stock, whelped May 13, 1970. F. W. Stanley, Rt. 2, Box 590, Galt, Cal. 95632. Phone 916/685-4564. Reg. No. 1171873. 7-1.

TEARDROP CAMP TRAILER FOR SALE. Cook area in rear, Attached 6'x10 tent as new. \$275. 2056 Lucerne St., Stockton, Cal. Phone 209/463-4344. Reg. No. 1362839. 7-1.

FOR SALE: 12 1/2 ACRES, Middletown, Cal. New fencing, well, covered with pines, small overlooking valley. Road cut to top of knoll. Owner will finance 6 1/2 per cent int. Call 707/994-6581. Reg. No. 1025224. 7-1.

SALE OR TRADE FOR BACKHOE, one 1958 GMC 3-axle 160 Cummins diesel engine, Allison auto. trans. 10 yd drum. Phone 415/723-0985. Reg. No. 094431. 7-1.

FOR SALE: 30 GAL. ELECTRIC hot water heater, very good condition, \$25. Al Alves, P.O. Box 97, Pittsburg, Cal. 94565, phone 415/458-2494 at 6 PM. Reg. No. 372963. 7-1.

TRIPLEX FOR SALE. Two 2-BR, one 3-BR 2 bath, all elec. kitchens, cen. heat, laundry facilities. No smokers. fees. 4 yrs. old. \$50 mo. income. In Oakland. Ray Chemis, 707/763-6920. Reg. No. 991149. 7-1.

1965 FORD F-100 LWB, LB custom cab, good brakes all around, new rear end with post, traction, 2-speed wipers, deluxe radio, Luther Walker, care of Credit Union, 415/431-5885. Reg. No. 0876129. 7-1.

FOR SALE: GOLDEN WEST CUSTOM Mobil home 20x60, 2 BR, 2 bath set-up in park at Pelaluma. Ray Chamis, 707/763-6920. Reg. No. 991149. 7-1.

TRADE FOR AIRCRAFT, CABIN CRUISER or \$4500. Backhoe M/F w/4 bkls. & scraper, can include bob tail dump & lift trailer. 415/388-6844. Reg. No. 096725.

FOR SALE: 1961 BUICK ELECTRA 225 convertible, white w/black top, leather int., power window & seals, brakes & steering, \$400. Merrill Galenski, Box 172, South San Francisco, Ca. Phone 415/589-9636. Reg. No. 1087691. 7-1.

HOUSE TRAILER FOR SALE: 1957 Belair, 8x31' full bath & shower, has everything, ready to travel. \$1,200. Merrill Galenski, Box 172, South San Francisco, Ca. Phone 415/589-9636. Reg. No. 1087691. 7-1.

FOR SALE: 1-35'x8' TANDEM AXLE HOUSE TRAILER, with electric brakes,

RULES FOR SUBMITTING ADS

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

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

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

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

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

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

gas heater, gas stove, double sink, elec. ref., shower toilet, double bed and Hideohed, lots of closet space, \$500. Robert Brunner, 1870 N. Elgin Mtn. Rd., Healdsburg, Ca. Phone (707) 433-4769. Reg. No. 1058381. 7-1.

TEN ACRES approx. 2 miles south of Camp For West Lake \$10,000. Will consider trade. Clifford Vincent, 7779 Highland Ave., Citrus Heights, Ca. 95610. 725-5968 Reg. No. 0788206. 8-1.

FOR SALE: KEESHOND PUPPIES, championship sired, AKC reg., Col. Apple-sack of Carmel. Telephone 415/783-9642. Martin Brown, 28454 Brighton St., Hayward, Ca. 94544. Reg. No. 116484. 8-1

FOR SALE: F 600 1961 FORD, 5-speed, dump or flat bed; 1966 350 John Deer w/4 in 1 draft bucket, loader w/riper bar & No. 95 offset backhoe w/12, 18, 24 & 32 buckets. Will sell backhoe at low price. R. J. Haug, 1733 Murrell Lane, Livermore, Ca. 94550. Reg. No. 0999132. 8-1.

FOR SALE: 200 FT. of 2" ALUM. IRRIGATION pipe w/couplers and rain bird heads. R. J. Haug, 1733 Murrell Lane, Livermore, Ca. 94550. Reg. No. 0999132. 8-1.

FOR SALE: 1957 CHEVY CAMEO pickup, a classic item, excellent cond. Ted L. Wherry, 5441 McKay St., Fair Oaks, Ca. 95628. Phone 916/961-0923. Reg. No. 1192222. 8-1.

FOR SALE: 35 HEALEY aluminum racine body, big motor, driven very little last 4 years, boy in the service, good motor and body. \$450. J. Haskins, P.O. Box 913, So. San Francisco, Ca. 94080, 415-583-2852. Reg. No. 0904865. 8-1.

FOR SALE: THREE BEDROOM HOME, completely furnished, air cond., w/w carpet, insulated, 6 peach trees. lot 60x186, \$16,500 cash. B. Heuston, P.O. Box 204, Winton, Cal. Reg. No. 0303797. 8-1.

FOR SALE: ONE STEEL COT MATTRESS \$5, sprag gun \$10, heater \$5; manole \$25, lawn mower \$5. C. A. McKay, 5081 Ocean View Drive, Oakland, Ca. 94618, phone OL 2-3275. Reg. No. 490983. 8-1.

FOR SALE: 1956 300 I.H. TRACTOR w/Parson backhoe & loader, 4 buckets; Gibson garden trac. 10 hp. Visc. eng., dzer blade, plow, cultivator, mower etc.; 3-pt. Ford disc plow, 3 disc.; 3-pt Ford 2-bottom mow board plow. R. J. Haug, 1733 Murrell Lane, Livermore, Ca. 94550. Reg. No. 0999132. 8-1

REFRIGERATOR, COLD SPOT, Frost free with large bottom freezer \$110. Phone 415/282-3190, Vern Dickinson. Reg. No. 236814. 8-1.

FOR SALE: APALLOOSA QUARTER Leopard colt, 15 mo. old, very gentle & loving, can be used for \$250 sold now. J. Haskins, P.O. Box 913, So. San Francisco, Ca. 94080, 415/583-2852. Reg. No. 0904865. 8-1.

CHRIS CRAFT, 16 FT., 50 HP outboard, on 1 axle trailer. Ex. cond. \$900. A. Andreini, Jr., Rt. 1, Box 334, Half Moon Bay, 726-4735. Reg. No. 1006579. 8-1.

PORTABLE 500 AMP ARC WELDER on trailer, \$600. A. Andreini, Jr., Rt. 1, Box 334, Half Moon Bay, 726-4735. Reg. No. 1006579. 8-1.

FOUR USED WHEELS, 16"x25 1/2 rim from a 1/2-ton Chevy pick up. \$7.50 each. Call Frank Haiduk, 916/371-7095. Reg. No. 422810. 8-1.

FOR SALE: HOLLAND FIFTH WHEEL \$50. Little M. W. pressure pump and 20 gal. tank \$50. Bryant Shupe, Rt. 2, Box 5120B, Anderson, Ca. 96007. Phone 357-2544 afternoons. Reg. No. 1328361. 8-1.

FOR SALE: 1967 F-100 FORD P.U. custom cab, long W.B. wide bed, 352 cu. in. motor, cruise-a-matic, post, trac-H.D. Monroe stabilizers, new tires. One owner. Wolf Lange, 1843 Gardella Lane, Camino, Ca. 95709. Phone 644-2334. Reg. No. 258737. 8-1.

FOR SALE: 22B CRAWLER with 3/4 yd. dragline and 3/4 yd backhoe attachments. Good condition. Olin D. Rogers, P.O. Box 431, Durham, Ca. 95928. Phone 916/343-1510. Reg. No. 390106. 8-1.

DOUBLE HORSE TRAILER, front walk through, 1 axle w/new tires, ex. cond. \$600. A. Andreini, Jr., Rt. 1, Box 334, Half Moon Bay, 726-4735. Reg. No. 1006579. 8-1.

VW DUNE BUGGY, speckled blue body, extra seats. \$900. A. Andreini, Jr., Rt. 1, Box 334, Half Moon Bay, 726-4735. Reg. No. 1006579. 8-1.

FOR SALE: UNIQUE HOME IN WEST-MORE OAKS nr. W. Sacramento. 2 BR, dining rm, living rm w/fireplace, kitchen w/utility porch, Drapes, w/capellina. FHA estimate. DBI, garage w/large rm attach. Call Frank Haiduk, 916/371-7095 or write 1620 Fernwood Cir., West Sacramento, Ca. 95691. Reg. No. 422810. 8-1.

FOR SALE: PUP TRAILER 10 yd. 2 axle dump \$2,500. Ludwig Belchart

555 California Street
San Francisco 94104
August 13, 1970

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

Dear Sirs:

We have completed our count of the ballots cast by members of the Operating Engineers Local Union No. 3 in the referendum vote on the adoption of proposed By-Laws amendments conducted during the period July 30, 1970 to August 12, 1970. The procedures followed in the voting were in accordance with those prescribed by the Executive Board.

A total of 6,140 ballots were received of which 198 were determined to be invalid because of the absence of the member's signature on the return envelope or because the ballot was otherwise irregular.

We report that the results of our count of the ballots were as follows:

	In favor of	Opposed to
Amendment #1	5,492	374
Amendment #2	5,358	506
Amendment #3	5,467	467
Amendment #4	5,482	450
Amendment #5	5,415	514
Resolution #6	5,262	671

Yours very truly,
PRICE WATERHOUSE & CO.

MEETINGS SCHEDULE

DISTRICT & SUB-DISTRICT MEETINGS

1970 Schedule of Semi-Annual, District and Sub-District Meetings

DISTRICT & SUB-DISTRICT MEETINGS

AUGUST

5 San Francisco, Wed., 8:00 p.m.
11 Stockton, Tues., 8:00 p.m.
13 Oakland, Thurs., 8:00 p.m.
25 Sacramento, Tues., 8:00 p.m.
27 San Jose, Thurs., 8:00 p.m.

SEPTEMBER

1 Fresno, Tues., 8:00 p.m.
3 Ukiah, Thurs., 8:00 p.m.
11 Salt Lake City, Fri., 8:00 p.m.
12 Reno, Sat., 8:00 p.m.

OCTOBER

6 Eureka, Tues., 8:00 p.m.

7 Redding, Wed., 8:00 p.m.
8 Marysville, Thurs., 8:00 p.m.
14 Kauai, Tues., 7:30 p.m.
28 Honolulu, Wed., 7:00 p.m.
29 Hilo, Thurs., 7:30 p.m.

NOVEMBER

3 Sacramento, Tues., 8:00 p.m.
5 Watsonville, Thurs., 8:00 p.m.
10 Stockton, Tues., 8:00 p.m.
12 Oakland, Thurs., 8:00 p.m.
18 San Francisco, Wed., 8:00 p.m.

DECEMBER

1 Fresno, Tues., 8:00 p.m.
4 Ogden, Fri., 8:00 p.m.
5 Reno, Sat., 8:00 p.m.
10 Santa Rosa, Thurs., 8:00 p.m.

DISTRICT & SUB-DISTRICT MEETING PLACES

San Francisco, Engineers Bldg., 474 Valencia St.

Eureka, Engineers Bldg., 2806 Broadway.

Redding, Engineers Bldg., 100 Lake Blvd.

Oroville, Prospectors Village, Oroville Dam Blvd.

Honolulu, I.B.E.W. Hall, 2305 So. Beretania.

Hilo, Hawaii Tech. School, 1175 Manono St.

San Jose Labor Temple, 2102 Almaden Road.

Stockton, Engineers Bldg., 2626 N. California.

Oakland, Labor Temple, 2315 Valdez.

Sacramento, CEL&T Bldg., 2525 Stockton Blvd.

Fresno, Engineers Bldg., 3121 E. Olive St.

Ukiah, Labor Temple, State Street.

Salt Lake City, 1958 W. No. Temple.

Reno, Musicians Hall, 120 W. Taylor St.

Marysville, Elks Hall, 920-D St.

Watsonville, Veterans Memorial Bldg., 215-3rd.

Santa Rosa, Engineers Bldg., 3900 Mayette.

Provo, 165 West 1st North.

Ogden, Teamsters Hall, 2538 Washington Blvd.

CREDIT UNION

478 Valencia Street
San Francisco, Calif.
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PROMINENT LABOR LEADERS on hand during the recently concluded State Building and Construction Trades Council meeting in San Francisco included (left to right) Jim Twombly, council secretary-treasurer and regional director of the International Union of Operat-

ing Engineers Western Conference; Buck Hope, delegate and Financial Secretary of Local 3; Al Boardman, member of the State Industrial Accident Commission and a former Local 3 Trustee and James S. Lee, president of the BCTCC.

More Marin

(Continued from Page 12)

here in the area. (Readymix plants).

Freeway interchange design proposed by Novato City Council—after hearing a state division of highways estimate that the proposed change in the Atherton Avenue interchange could add \$1,000,000 to the cost, the city council decided to look into two possible ways to resolve the problem:

1. Agree to the state design if the division of highways will agree to construct the city-proposed off ramp in the future should the traffic volume justify it.

2. Use the design suggested—the off-ramp makes access to the downtown area easy for southbound freeway motorists but does not involve as much redesign of major structures. The district engineer stated that after looking over the city's design he is unable to recommend the plan on engineering or economic merits and a delay of at least one year in the completion of the bypass project will unreasonably deny the traveling public the economic and traffic safety benefits which they will derive from the freeway. Several movements through the Atherton interchange would be relatively unaffected, some would be improved, some affected adversely, and one essential movement would become impossible in the city's plan.

The question is whether the benefit justifies \$1,000,000, and a year's delay. The Pinheiro site designated by the city for a regional shopping center needs better access than the state plan provides, but the San Marin East site (San Marin Drive and Redwood Highway), once proposed for a shopping center, would be served equally well by either plan.

More Collectively Speaking

(Continued from Page 21)

that there are some not too anxious to work but thank God, this latter does not apply to the members of our union.

As we all know, there is an election coming up in November and I am of the opinion that there are many assemblymen and senators in this state who are more interested in conning the poor around than they are in providing jobs for our hard hats. We again ask you to study the record and vote for the people who are the friends of those of us who believe in not charity but work opportunities.

We still have some openings at Rancho Murieta and we urge anyone who is off work for a while to go up and try their hand at improving their skills.

We are developing a film showing the activities of Rancho Murieta which will be shown in the district offices with an invitation extended to all of those members who are out of work and their wives.

We know that in these times of tight money, everyone is endeavoring to find a way to save a buck so if you can afford to pay twelve (12) months dues prior to October 1, you will not only be over the worrying of paying your dues but you will also be able to save a few dollars.

During the past month I was happy to be able to attend the round of meetings and visit with many of the brothers.

We also attended the State Building Trades Convention where a resolution was adopted to formulate a California Plan similar to the so-called Philadelphia Plan but in many ways much more acceptable to the construction industry than the so-called Philadelphia, Chicago or these other plans. We believe what with the large out of work force it is much more applicable to the construction industry.

We also attended the convention of the Nevada State AFL-CIO where we gained some information about the work picture in the State of Nevada.

At times it seems that attending these meetings and conventions is a waste of time but when you return home and begin reminiscing of happenings that transpired there, we realize it is imperative that a representative of your union be in attendance in order to keep abreast of the happenings in the labor movement for only by keeping abreast can we hope to render the members of our union the service that you are entitled to. When you hear the trials and tribulations of other unions and compare their wages, fringe benefits, and dues structure with that of Local 3, you can only say thank God for our fine organization.

More Personals . . .

(Continued from Page 15)

James Jordan, a retired member who passed away after a short illness May 23, 1970.

We extend our sympathy to Brother Richard Harrison on the loss of his wife, Hilda, who passed away May 18, 1970, and to Brother Sanford Hitchings on the loss of his wife, Rosalie, who passed away very suddenly May 31, 1970.

We wish to thank Brother Fred Adams who has donated blood for the Operating Engineers.

Register Now!
Deadline Sept. 10
Election Nov. 3