

CLC Holds Fast on Wage Freeze

"Serving the men who move the earth!"

ENGINEERS 3 NEWS

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



Vol. 30—No. 9

SAN FRANCISCO, CALIFORNIA

September 1971



SAN FRANCISCO LABOR'S POLITICAL ACTION organization COPE has overwhelmingly endorsed incumbent Mayor Joseph Alioto for a second term in office. President Paul Edgecombe, chairman of Operating Engineers Local Union No. 3's delegation to COPE and Cy Dempsey, former secretary-treasurer of Steamfitters and Plumbers Local 38 were on hand to congratulate the mayor. Other COPE endorsements were Terry Francois for supervisor and Robert Mendelsohn. More photos on page 3.

Nevada Labor Sets Must Goals in Meet

Reno—The Nevada AFL-CIO put two major goals on its 1971 agenda—a concentrated register-and-vote campaign involving every union member, and updating the state's workmen's compensation law.

Pres. Al Bramlet and Sec.-Treas. Louis Paley told the 15th state federation convention that the legislature had recently improved several laws affecting workers and is ready to make a comprehensive study of the workmen's compensation law to bring it more in line with laws passed in other states.

Paley is a member of a committee that will advise the legislature next year on needed changes. The convention approved proposals for improvements including these:

- An increase in benefits to 66 2/3 per cent of an injured worker's average weekly wage for himself, or for his widow and children.
- No waiting period for benefits.
- Living expenses during rehabilitation.
- Payment of full medical benefits for occupational injury or disease.

The law has no provision for rehabilitation and retraining of injured workers now, unlike laws in some other states, Paley said. The convention called for correction of that lack.

AFL-CIO COPE Director Al Barkan urged the 225 delegates from 80 local unions to "let your

members know" what to do about their needs as voters and citizens. He appealed to union officers to explain the issues and identify the candidates in terms members can understand. He urged them "not to be sidetracked by phony issues."

The number one objective this year and next, he said, is full participation of every citizen in register-and-vote campaigns.

The delegates recommended that all city, county and state governing bodies should be required by law to establish disability pensions for injured police and firemen. They also asked for a cost-of-living adjustment in pensions of retired state employees who, the convention pointed out, have had their benefits cut by at least 25 per cent because of inflation in the past five years.

The convention returned Bramlet to office for a two-year term and re-elected Vice Presidents B. W. Tucker, George Beebe and Claude Evans. Bobby Robinson of the International Brotherhood of Electrical Workers was elected to fill a vice presidential vacancy.

NEW OFFICIAL

At its meeting on September 17, 1971, the Utah District No. 12 membership elected LYNN BARLOW to serve on its Grievance Committee for the balance of the current term.

ELECTION NOTICE ELECTION COMMITTEE 29th INTERNATIONAL CONVENTION DELEGATES

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

There will be one Election Committee member elected from each district by secret ballot of those members present whose last known address 10 days prior to the first district meeting in September 1971 was within the area covered by the district.

Nominees for the Election Committee must be registered voters within their respective districts; must have been members of Operating Engineers Local Union No. 3 for one year preceding their nomination, and shall not be a candidate or nominator of a candidate for Delegate to the 29th International Convention.

Answers Key Wage Questions For Most

The Cost of Living Council has issued a 14-page summary of its decisions to date and many of the rulings provide the answers to questions often asked of the council and the Office of Emergency Preparedness, which is charged with monitoring the wage-price freeze.

Most of the glacier-sized summary on the wage-price freeze deals with wages.

The following are some of the rulings applied to the worker:

Collective Bargaining — Negotiations for wage increases can continue during the freeze, but negotiated increases can not be implemented during the freeze now scheduled to end Nov. 13. Nor can a union negotiate for pay increases effective after the freeze but retroactive to cover the freeze period.

Deferred Wage Increases — Any wage or salary increase including those previously contracted for by the unions, which was to take effect between Aug. 15 and Nov. 13 will be held in abeyance. Teachers are covered by this rule, but some interpretations may permit prior contracts to become effective during the freeze.

Although this was the original ruling, it has been eased to allow wage increases for Communications Workers and Steelworkers whose new contracts were ratified just prior to implementation of the freeze and were retroactive. The council also gave a relaxed ruling on supervisors' wages.

Supervisory Pay — The council said that pay increases for supervisors are permitted if their wages are closely tied to those of rank-and-file workers who received increases in contracts negotiated prior to the freeze—if the following conditions prevail:

1. The agreement to which the increases are linked was reached before Aug. 15.
2. Prior to Aug. 15 work was performed (by the supervisors whose wages are closely tied to the increases reached before the freeze) that would be eligible for payment at the new rate.
3. The increased wage rate for supervisors was scheduled to go into effect on the same day as the negotiated wage increases as a matter of established practice.
4. The workers are employees of the same firm.
5. The company is able to demonstrate that this procedure is an established practice.

Education Pay — Scheduled pay increases which are dependent on employees completing certain educational requirements may be paid during the freeze, the council rules. But it depends on whether the employer "can certify that an agreement was in existence that provided for such increases."

"The pay increases can be granted because, in effect the action is a bona fide promotion," the council ruled. "For example, a teacher who has been awarded a master's degree can receive the increment which is normally given. If the effective date of the teacher's contract is after Aug. 15, the increment must be no more than the

amount that was granted last year."

New Jobs — Wages and salaries for new jobs will be determined through scales set up on the basis of comparable jobs in the firm or similar firms.

"If a firm has a range of salaries for the same job, the employee may be paid any salary within the range which the qualifications of the applicant justify as long as the average wage paid by the firm in this job classification does not increase."

Promotions — Although wage rates for a particular job are frozen, a person promoted to a new job with greater responsibility will be able to get the additional wage associated with that job.

"For example, if somebody is promoted from assistant manager to manager of a department store, he would get the pay rate associated with the position of manager. His salary would not be frozen at that of an assistant manager."

An employee may transfer from a job paying a flat rate to one paid on an incentive basis, but no new incentive systems may be established during the freeze. Piece work rates and commissions also are frozen.

Severance Pay — "If employees are severed for normal business reasons," the council ruled, they can receive severance pay—as long as the employer certifies that this is an established practice.

Apprentices — Also allowed are increases in certified apprentice and learner rates under programs established prior to Aug. 15.

Merit and longevity increases are not permitted.

Philly Plan Not Popular

LOS ANGELES — Feelings run strong against extending the Philadelphia Plan's racial hiring quotas to all federal construction projects, the producers of the Advocates television program reported.

The results of a national mail poll of TV viewers showed that 78 per cent opposed extension of the plan; 19 per cent were in favor.

An additional poll of 18,000 persons on a special subscriber list in the Los Angeles area showed that 58 per cent were against the plan and 38 per cent were for it.

The question of whether the Philadelphia Plan should be extended was proposed on the Advocates program late in June over the Public Broadcast Service network.



Collectively Speaking with Al Clem

The month of September in all probabilities will be one long remembered by the working men and women of this country.

As I reported to you in the last issue of the paper, when the President made the announcement of a freeze of wages and prices without referring to any control on profits, it was an announcement which was received with mixed emotions by not only the members of Local 3 but by the people who work for a living in America.

The members of our union who are employed in the construction industry were rather fortunate in that we had the Construction Industrial Stabilization Committee which had been set up to regulate the wages in the construction industry. After having our construction agreement agreed to and ratified, we immediately took it to Washington and presented it to the board and through the help of the General President and his office, we were able to receive approval. This we report to you with a great deal of pride for had we not had the political connections of which so many had criticized us for we in all probability would not have acted in the manner we did.

We still continue negotiations in the Land Surveyors Agreement and various other agreements which have been submitted to the board for their approval and as the wages are the same as those contained in the Master Agreement, we are looking forward to a favorable consideration of these by the board. It is anyone's guess of what the control picture will be after November 15, but I am assuming that in spite of what history has shown us that this administration will endeavor to retain some kind of wage control.

I must say in all sincerity that I think it is extremely unfair even though we are facing inflation in this country to retain wage controls without workable price controls as well as profit. Not being an economist, we can only pass on to you the thought and views of people who we come in contact with who have some knowledge of the economy of the country. There is one certain thing that we can be sure of and that is that we cannot continue to support as many people on relief without some type of work program for their benefit and survive as a nation for I for one do not think it is fair for the Operating Engineers and the other blue and white collared workers to be taxed to support a class of people who have for the second and third generation been on relief and refuse to accept employment.

During the past month I attended a General Executive Board Meeting in Washington, D.C., and it seems that on the Washington scene there are many happenings in the making which should be beneficial to the Operating Engineers.

In the past we have alluded to you many times of our problems in the jurisdictional field. We are extremely hopeful that some remedy will be worked out whereby these jurisdictional problems will be solved without having to resort to work stoppages for we know that work stoppages are very distasteful to all people.

Fortunately we were able to arrive at an agreement in the construction industry covering a large segment of our members without having to resort to a work stoppage, however, in the dredging industry a few of the owners who want to be heroes are reluctant to sign a dredge agreement comparable to one which we have arrived at with some of the independents.

In another part of the paper you will see a resolution which I presented to the Executive Board dealing with a change in the dues structure. While our By-Laws provide very plainly that the dues are hooked to the increase in wages, in order to give the President of the United States the benefit of the doubt, we are foregoing a change in the dues structure at the present time until after November 15. However, those who desire to pay your dues for a 12 month period prior to October 1 may do so at the old rate. As soon as we get further clarification regarding the freeze you will be notified.

To those members residing in San Francisco, we have an extremely important election coming up and there will be a number of openings on the Board of Supervisors and, of course, the Mayor's race. I would hope that you examine the record of all those running for Supervisors as to their stand on the Southern Crossing as well as their views on building additional highways and buildings in the city of San Francisco. I am very disgusted with these birdwatchers who are trying to throttle the progress of the city of San Francisco. I think it is time that we exert our influence at the ballot box for America was not built great by people who wanted to retain the slums and talk against building roads and bridges. Now, I see in the paper where we have some "nut" who wants to destroy the Hetch-Hetchy Dam—I wonder what next.

(See MORE CLEM Columns 4 & 5)

Negotiator's Notebook Equipment, Scrap Metal & Dredging Contracts Hang Tough

By BILL RELERFORD

Well, Brothers, August is behind us and the Contracts Department is still going strong. During the past month 970 short form construction agreements have been signed and processed.

Your Officers and representatives were able to finalize agreements with several employer associations. Some of them are Bay Area Underground Contractor's Association, Plumbing & Heating and Piping Employers Council, Landscape, Sprinkler and Swimming Pool Contractors Association, and Material Dealers Association.

Negotiations are continuing with the Scrap & Steel Industry, Equipment Dealers, Industrial Contractors Association (regarding the Truck Crane Agreement) and the Dredging Association. Most of these are close to a settlement, but, as everyone knows, nothing is certain until the Employer has signed the contract and the members have accepted it.

On August 10th the Associated General Contractors of California put out a bulletin to all their members saying:

"The Presidential Executive Order requires that no increases in either wages or fringes are to be put into effect until approved by the Construction Industry Stabilization Committee. Our National Office has informed us that failure to comply may subject the individual employer to a fine of \$5,000. The attorney for the employer trustees of the various craft trusts has been instructed to inform the unions of this position."

"To date the only agreement that has been approved by the Construction Industry Stabilization Committee is the agreement with Local Union No. 3 of the Operating Engineers. You will be informed by bulletin when any of the other agreements have been approved."

This certainly makes a person feel proud to belong to Local 3, and knowing we have Business Manager Clem and his team of officers keeping us out in front, and getting things done.

The following article received concerns regulations issued by the Office of Emergency Preparedness and the Cost-of-Living Council in the first 15 days of the 90-day wage-price freeze, and makes clear that virtually no negotiated "money" items can take effect before November 14. Bargaining on all issues can continue, COLC has declared, but it also has ruled that wage increases negotiated during the freeze cannot be made retroactive to the settlement date.

The fate of deferred increases is yet to be decided. Wage increases, including cost-of-liv-

ing increases, previously negotiated to take effect between August 15 and November 14 are frozen. There has been no ruling on whether they may be paid retroactive to their effective dates when the freeze is lifted.

The definition of "wages" has been amplified in succeeding documents to include "all forms of remuneration . . . including but not limited to" vacation and holiday pay, bonuses, layoffs and supplemental unemployment benefits, shift and overtime premiums, employer contributions to pension funds, expense accounts, commissions, discounts, stock options "and all other fringe benefits."

Further, there may be "no changes in working conditions which result in more pay per hour worked." As examples of

forbidden actions COLC cites the reduction of the workday from eight to seven hours without a proportionate decrease in pay and increases in "days off for funerals, etc."

Holidays and vacations appear conclusively to be frozen, along with all other types of leave under the sweeping definition of wages.

Pensions have escaped the freeze if increases were previously negotiated. COLC has ruled that "previously planned increases in pension benefits for those retired before the freeze or those about to retire are allowed if they are planned increases." Under this rule, the Auto Workers will begin receiving the higher benefits of their "30-and-out" early retirement plan, negotiated last year in the auto industry, in October.



Bill Relerford

Goodbye Columbus Day!

When is a national holiday not really a holiday?

Come Columbus Day 1971—the second Monday in October—a lot of union members who thought they were going to get the day off with pay for the first time are due for a shock. They can't collect under the terms of Pres. Nixon's wage freeze.

On the strength of a 1968 law making Columbus Day an official national holiday effective in 1971, a number of unions negotiated it as an additional paid holiday and as part of the overall economic package in their settlements. But the Office of Emergency Preparedness says the wage freeze prohibits workers from getting the additional holiday with pay if it represents a new benefit this year.

A summary statement of Cost of Living Council decisions states that the freeze on negotiated salary and wage increases covers all forms of remuneration, including such fringe benefits as:

"Vacation and holiday payment; bonuses; layoff and supplemental unemployment insurance benefits; night-shift, overtime and other premiums; employer contributions to pension or annuity funds; payments in kind; job prerequisites; cost-of-living allowances; expense accounts; stock options, payments for deferred compensation and all other 'fringe benefits.'"

In addition, the council said, "there may be no changes in working conditions which result in more pay per hour worked." For example, the work week or work day cannot be reduced.

More Collectively Speaking

(Cont. from Cols. 1 & 2)

We note that many of our offices are short of some classifications. For those employees who wish work opportunities, particularly those of gradecheckers and blademen, we suggest that you contact the different offices other than the district where you reside. Due to the difficulty the Teamsters had in consummating their agreement, we will have an extremely short season it seems, so we urge all of you to not miss any job opportunities, and to those who would like to improve their skills, again we suggest that you visit Rancho Murieta in order to better prepare yourself for steadier employment.

ENGINEERS NEWS

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



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

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

Advertising Rates Available on Request

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

ENGINEERS NEWS

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

North Bay Still Construction Mainstay

By AL HANSEN

DESIGNS AND PLANS

Design of the East Washington Street Interchange in Petaluma is now being accelerated to meet a hoped-for advertising date of spring, 1972. Although the estimated \$1,300,000 project is not yet financed, it is expected to be included in the 1972-73 budget. The existing structure will be demolished and a new 4-lane overcrossing will be built in its place. It was necessary to replace the old bridge to conform to the latest design standards for clearance above freeways, and to span the distance of what will be an ultimate 8-lane freeway.

Now in design is a project to provide a 4-lane overcrossing of Route 101 for Caulfield Lane in Petaluma. The structure will be built to enable the city to extend the street up to and beyond the freeway. For this project, now estimated at \$560,000, the city will contribute to the cost and provide the necessary right-of-way on either side of the freeway. Plans are expected to be completed early in 1972, with a December 1972 advertising date tentatively set, assuming financing will be forthcoming in the 1972-73 budget.

Construction work should start soon on a project that will provide a truck stop on Route 101 north of Petaluma, a half-mile south of West Sierra Avenue in Cotati. Plans for this project, the first of its kind in the District of Columbia, for an off-ramp to a separated lane about three-tenths of a mile long, plus an on-ramp back to the traveled way of Route 101. Bids were opened on July 7 and low bidder was Brown Ely Co. at \$76,370. The truck stop area is being provided as an extra safety measure for highway users and for the protection of lives and property downhill from this point. Truck drivers coming south from the brake-wearing grades and curves of the Redwood Empire county will be able to pull over to check their brakes and other equipment or to rest. Present design allows space for five to six trucks.

Design activity has been completed for work to repair storm damage and repair slopes of Route 101 between Corte Madera Creek Bridge to 0.3 mile north of it. The amount of \$180,000 has been budgeted for the work, but no advertising date has been scheduled.

Plans have been completed for the extension of Route 101 (the "Novato Bypass"), as an initial six- (ultimate eight-) lane freeway on new alignment from 0.9 mile south of Route 37 to 1.4 miles north of Atherton Avenue in Novato. The California Highway Commission has committed about \$14,500,000 for construction of this project. Of this amount, about \$4,500,000 will come from 1971-72 Fiscal Year funds. The right-of-way has been purchased, and the buildings have been removed. Advertising for this project is tentatively scheduled for early 1972.

Massman Construction Co. has completed about 14 per cent of the work for a project to widen the Richardson Bay Bridge on Route 101 from six to eight lanes. The amount of \$1,600,000 has been budgeted for construction during the 1970-71 fiscal year. The remaining funds for this project, which will total over \$4,000,000 have been budgeted for the 1971-72

fiscal year. The work will widen the bridge 25 feet on each side, and provide for shoulders on the right and left-hand sides of both roadways. The project will also include replacement landscaping.

Linking it with the project described immediately above is one which will add one northbound lane for a mile and a half from Spencer Avenue to the Richardson Bay Bridge, and resurface the entire roadway in both directions for a four-mile section from Golden Gate Bridge to the Richardson Bay Bridge. Advertising for this project is expected to be early in 1972. The California Highway Commission has budgeted \$675,000 for this work.

A bid opening date of September 8 has been set for a project to construct a ramp and frontage road on the west side of Route 101 between the San Pedro Road Undercrossing and the Forbes Overhead near San Rafael. The California Highway Commission has voted \$100,000 for this project.

An August 4 bid opening has been set for markers on Route 1 between the junction with Route 101 and the Sonoma County line. The project has been budgeted for \$18,700.

An early advertising date is tentatively anticipated for a project to widen Route 131 (Tiburon Boulevard) and install left turn channelization at three points in and near Tiburon—at Rock Hill Drive, San Rafael Avenue and Lyford Drive. The project is expected to cost about \$46,000.

A 75-acre Corte Madera Shopping Unit, about 15 acres larger than the Northgate shopping complex in San Rafael, has been proposed for the open area east of Highway 101 in Corte Madera. The center is planned for the acreage fronting Highway 101 between the Tamalpais Drive cloverleaf and the Lucky Drive turnoff and will have numerous small shops and stores interspersed between.

Bolinas Pump Station Out—New Blow to Sewer Plan—

The controversial joint sewage plan for Bolinas and Stinson Beach ran into new complications. The Marin County Fill Committee ruled that plans for a proposed pumping station at the end of Wharf Road in Bolinas did not meet criteria set by the county's tidal waterways ordinance.

Following hearings in June and last month, engineers had redesigned the pumping station to meet objections that the pump structure obscured the view and impeded public access to the water. But after more than an hour's debate, the committee decided the pump station could not meet ordinance requirements unless it were moved to another site. Committee members stressed the unit's visual and physical impact on the shoreline, and the possible threat of increased silting in the mouth of Bolinas Lagoon.

Another phase of the project, an 18-inch force main across the mouth of the lagoon, was approved conditionally by the fill committee. The panel voted to require that the pipe be installed by boring beneath the channel rather than trenching.

Water Plan for Bolinas Adopted—The plan details present water supplies for Bolinas, future water needs and possible future sources of water for the community. Adoption of a master water plan was a requirement in order for the district to qualify for federal funds for the proposed \$8.1 million sewage treatment system which the district is proposing to build in conjunction with the Stinson Beach county water district.

WORK IN PROGRESS

The Tiburon Sanitary District was given approval for a 500-foot-long, four-inch outfall line from a small sewage treatment plant at Paradise Cove, and Western Dock Enterprises was granted permission to dredge Black John Slough north of Novato to six-foot minimum depth.

In the four-mile section between Route 101 in Petaluma and Lakeville Road, a widening project is now under way that will construct shoulders and re-

surface the highway. The project will also replace two bridges and extend two other bridges. Arthur B. Siri, Inc., is the contractor on this \$800,000 job that started in January, 1971, and is now over 40 per cent along towards completion date of November, 1971.

Work has started on a \$63,000 project to install a retaining wall and widen Route 1 at a point 0.6 mile south of Panoramic Highway, near Stinson Beach. The project, which is expected to be completed by early

fall, is being executed by Blasi Construction Co.

JOBS ENDING OR FINISHED

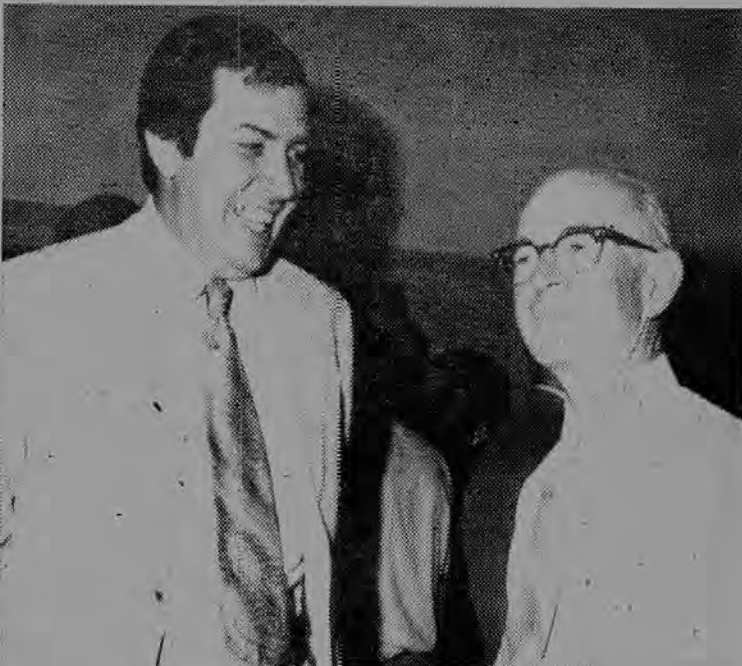
On March 23, 1971, E. A. Forde Company of Greenbrae completed a \$53,000 project to install guardrail at bridge ends, piers, and abutments on Route 101 between 1.4 miles north of Atherton Avenue, near Novato, and 1.0 mile north of Todd Road Overcrossing in Petaluma.

A \$10,000 project to groove pavement on Route 101 be-

See MORE MARIN Page 5



CONGRATULATIONS were in order from Brother Neil Clem following San Francisco COPE's endorsement of Mayor Joseph Alioto for a second term. COPE endorsement went to only three candidates in the November elections including incumbent supervisors Terry Francois and Robert Mendelsohn.



DISCUSSING VOTE ENDORSEMENT of young Peter Finnegan for supervisor in the forthcoming San Francisco elections are Neil Clem and Pete Finnegan, father of the aspiring supervisor. A complete slate of candidates and propositions endorsed by California Conference of Operating Engineers and the Voluntary Organization of Taxpaying Engineers, Local Union 39 and No. 3's political organization will appear in the next issue of VOTE Views and the Engineers News.

Line Held on Dues!

The following resolution was approved by the Local Union No. 3 Executive Board at the Sunday, September 19th meeting:

RESOLUTION

WHEREAS, it is the desire of the Local Union Executive Board of the International Union of Operating Engineers, Local Union Number 3, to comply in every respect with the law of the land; and

WHEREAS, there is presently in effect Presidential Executive Order Number 11615 providing for Stabilization of Prices, Rents, Wages, and Salaries, and so forth;

WHEREAS, and although the Local Union Executive Board of Local Union Number 3 does not agree with Presidential Order No. 11615 and its controls primarily on wages, while excepting controls on interest rates and profits and others;

WHEREAS, the Local Union Executive Board recognizes there is presently considerable confusion in applying the Presidential Order which causes the question that a change in membership dues structures may or may not be legal;

WHEREAS, the Local Union Executive Board of the International Union of Operating Engineers, Local Union Number 3 voluntarily and in recognition of its responsibilities in these regards although exceptions later may be taken thereto.

Now therefore be it resolved that:

(A) The Local Union Number 3 membership dues structures shall remain as presently in effect, until further notice.

(B) WHEREAS, it is desirable to offer full advantage to the membership of the prevailing Presidential Executive Order Number 11615, annual membership dues, paid for a 12 month period, paid on or before October 1, 1971 may be paid at the rate effective on July 1, 1971.

Signed by: Al Clem, Business Manager

Paul Edgecombe, President

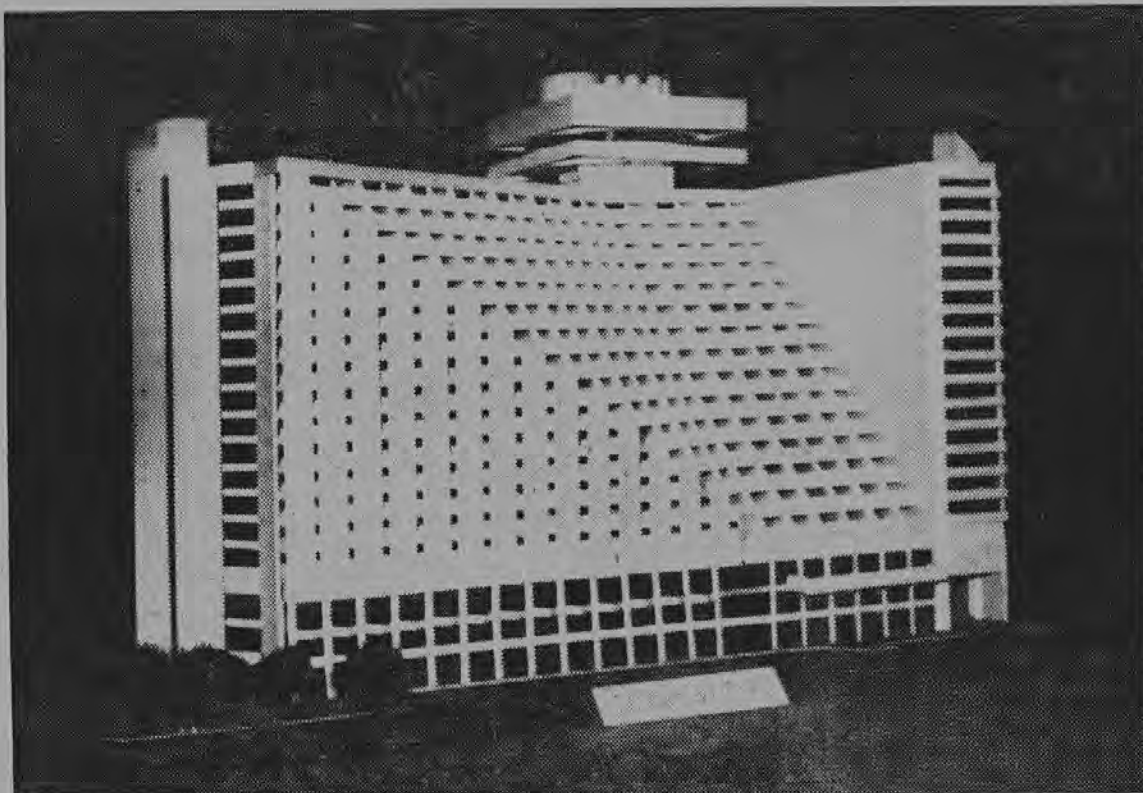
Dale Marr, Vice President

T. J. Stapleton, Rec.-Corres.

Secretary

A. J. Hope, Financial Secretary

D. E. Kinchloe, Treasurer



SECURITY PACIFIC NATIONAL BANK BUILDING

Congregate Housing Could Be Answer to Court Order

By A. J. "Buck" HOPE
Financial Secretary &
District Representative

SAN FRANCISCO — Pacific National Equity Co., co-developer of the Yerba Buena Center, announced plans to build the first "congregate" housing project in San Francisco.



A. J. Hope

The \$1.2 million rehabilitation of the Senate Hotel is being designed to provide 100 modernized rooms for residents displaced from the South-of-Market area.

"Congregate" housing, it was explained, is tailored to the needs of older, single persons, such as those who formerly resided in the Yerba Buena Center redevelopment area. Recent federal legislation has made possible the development of single rooms with shared baths, under certain socially oriented FHA housing programs.

The project is part of the overall commitment of Schlesinger-Aron/Pacific to provide low income housing units in downtown San Francisco. It is a response to the U.S. District Court order of last November to develop between 1500 and 1800 units of low cost housing for the displaced South-of-Market residents.

Plans are by Architects Associated. Contractor is Diversified Builders Inc. FHA approval is expected shortly. Rehabilitation is scheduled to begin in early 1972 and be completed within six to eight months.

The refurbished hotel, to be renamed Crest Manor, is the first of a number of low income housing projects which Pacific National Equity will sponsor and finance as part of the total housing effort of Schlesinger-Aron/Pacific.

Maher & Martens, San Francisco, has been awarded a U.S. Atomic Energy Commission contract for architectural-engineering services for expansion of the Plutonium Materials Building at Lawrence Livermore Laboratory.

Construction of the work, to provide additional research

area, is estimated at \$1.5 million. Maher & Martens have as their consultants; John A. Blume & Associates, structural engineering, and G. M. Simonson, electrical and mechanical engineering.

A one- and two-story addition is planned with a total floor space of approximately 20,000 square feet. The new area will house research laboratories, control rooms, and utility and equipment areas. The structure will be seismic dynamically designed with reinforced concrete foundations, exterior walls, floors and roof slabs.

A controlled filtered exhaust system will maintain the building under negative pressure. Cooling, heating, lighting and power systems will contribute to the desired experimental working conditions. A pre-action hydraulically calculated sprinkler fire protection system will be installed in the new and existing buildings. Site work will include minor grading and paving.

Maher & Martens initially will make a geologic and seismic analysis and perform architectural, mechanical and electrical studies of the existing structure and proposed additions. This will be followed by preliminary design, working drawings and supervision of the actual construction.

By DON LUBA
Business Representative

With the completion of the 45-story Security Pacific National Bank Building, Jones-Allen-Dillingham has now signed a contract for the second phase of San Francisco's Embarcadero Center, a 16 story, 840 room hotel. The Embarcadero Center Hotel, containing approximately 800,000 square feet of floor area, will be a unique combination of guestrooms, major convention facilities, a board array of shops, cafes and services for the traveler.

The architects, John Portman & Associates, located the building in a commanding position, facing the new Embarcadero Plaza Park and the San Francisco Bay Area. The unique pyramidal structural form and the interior 16 story high lobby area with the exposed glass enclosed passenger elevators, topped with a revolving restaurant,

will combine to make the hotel the gathering place and convention center for the Bay Area.

The foundation will be excavated to one level below the existing street grade, and the structure will be a concrete pile system that was designed by the aid of computers in order to locate the piles in accordance with the theoretical load distribution rather than in a conventional symmetrical pattern. The exterior of the structure will be enclosed with precast concrete wall panels and sliding glass door units.

The 45-story Security Pacific National Bank Building which is pictured in the photo above was the first phase of the 8.5 acre Embarcadero Center office-hotel-entertainment complex. This project, under the supervision of John Portman & Associates, architects, was constructed by a joint venture of J. A. Jones as managing partner; J. B. Allen and Company, and the Dillingham Construction Corporation. In addition to its 786,000 square feet of office space, the 45-story building has an extensive shopping arcade and underground garaging for 543 cars.

Embarcadero Center will eventually be a "city within a city"—composed of four office towers, the 840 room hotel with major convention facilities, three theaters, and an entertainment square, a three-block arcade of shops, galleries and cafes, garage facilities for 2,000 cars, and several acres of promenade, parks and outdoor sculpture. When connected to the adjacent Golden Gateway residential center, the entire redeveloped area will boast 45 acres of pedestrian open space set two stories above all vehicular traffic.

David K. Henkle was the initial Project Manager on the 45-story building assisted by William J. Kennish and Cliff Hammer as General Superintendents; W. G. Tucker, Chief Engineer; Bill Horner, Office Manager; Ronald Neild, Concrete Superintendent; and Roger Swann, Engineer. Near the end of the first phase, N. O. Wright transferred to the project from Atlanta as Project Manager replacing Henkle who transferred to Charlotte. Bob Angle is in charge of tenant work in the 45-story building.

MINING PACT SIGNED

Nevada Engineers Stay Busy on Many Projects

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

Robert L. Holms of Sparks, Nevada was low bidder on July 22, 1971 at \$89,804.00 (roads)



Jerry Bennett

\$104,472 (paving) for the Nevada Parks Department. On the same date, Healy-Tibbets of San Francisco was low bidder at \$180,990 (boat ramps), \$81,390 (boat docks) and \$34,332 for electrical work at the same location in Incline Village.

Nevada Paving of Sparks, Nevada was the low bidder at \$194,703.00 on July 29th for rebuilding a portion of State Highway near Silver City. This was welcome news as they are just finishing their overlay on Highways 50 and 395 in and near Carson City.

On July 26th Douglas County let a contract to Contri Construction of Incline Village for construction of an Export Sewer Main Extension. The bid was \$530,801.75.

In the Truckee Area we have Quintana-Davis working about eight Engineers on subdivision development on Highway #89 North.

The J. F. Shea Co. is trying real hard to complete their two jobs in the Lake Area. One is two miles West of Truckee which they are laying base rock on now, and the other one is at Incline Village.

The Donner Lake Area has C. R. Fedrick & Sundt and also Valley Engineers working on sewer lines. Both jobs are on the north shore and another bid should be coming up in the near future to extend service around to the west side.

Kingwood West, on the Truckee to Kingsbeach cut-off has A. Teichert & Son doing the site preparation work with subcontractor Haymart Construction doing the underground. Byars Construction has moved into this same area on a \$400,000 underground job.

Highland Construction is near completion on the Incline Village job and are moving in on the West Shore Export Line they have. Their plant at Martis Creek is working 5-10's now trying to supply their own rock needs and furnish rock for J. F. Shea's Hot Plant set up at the same site.

ANACONDA CONTRACT RATIFIED—A new three-year contract between Anaconda and the four unions representing the employees, was ratified July 31, 1971 by the union men by a vote of 172 to 72. The company will soon hire an additional 40 men to make up for a reduction in the length of the work week that will be adopted as a result of new contract terms.

The value of the package won by the four unions is \$1.20 per hour without the cost-of-living allowance. It will advance as the cost of living advances.

The new contract gives the day pay workers a 50-cent per hour increase across the board for the first year beginning August 1, 1971. Due to the upgrading of all the skilled crafts

and all the pit operating department many of the employees received as much as 71 cents the first year.

It gives them an additional 12½ cents across the board the second and third years for a total of 75 cents over the three year period plus the upgrading and the cost of living increase.

The pension benefits were increased by about 50 per cent and the contribution rate paid by the company for the men's hospital insurance was also increased.

The members of the negotiating committee declared they were pleased with the contract and expressed pleasure that there were no work interruptions. Negotiating for the Operating Engineers Local Union #3 were Bill Releford, Jerry Bennett, Lenny Fagg, and Job Steward Junior Arnett.

Helms Construction Co. is well underway with their C.T.B. laydown on 395 North. They will start their laydown machine in about a week. They are hoping that this job will be almost complete or at least where they can put the traffic over it in time for the air races in September. This project is about 80 per cent complete and has at the present time about 19 Brother Engineers employed.

Helms Construction Co. also has the street project in Reno and Sparks and a few small housing projects going at the present time.

Helms Construction Co. Elko West has just about completed the westbound lane. As soon as this lane is completed, they will start on the eastbound lane. This job is approximately 70 per cent done.

Nevada Paving has a few overlay jobs in Reno. They have also just landed a small job at Silver City, Nevada, which is located just below Virginia City.

Sierra Paving has some parking lots and some new service stations contracted for paving. They also have the parking lot at Reno Municipal Airport. They employ approximately ten Engineers.

Riggs Construction Co. in Elko has started their project in the Carlin Canyon. This project will lead up to the portals.

Hensen-Phelps Construction Co. has the contract for both sides of the portals. Their subcontractor, Lewis & Nicholson Construction Co., is now moving dirt on the west side of the hill. This looks like a real interesting job. This project will employ approximately 28 Brother Engineers.

Henson-Phelps Construction Co. also has a job in Reno, which goes from the Spaghetti Bowl south over Fourth Street, Southern Pacific railroads, and across the river at Kietzke Lane. This project has just gotten underway and employs around 30 Engineers.

Crooks Brothers Construction Co. is presently working on their job at the Fallon Naval Auxiliary Air Station. They are at the present time moving the dirt which is about 50 per cent complete. They have their crusher set up and will start crushing within the week. This project has to be done by the first of December due to the fact that they must shut the field down while the overlay is being put down on the runways. This project has 24 Engineers working on it.

More Marin

(Continued from Page 3)

tween 0.1 mile north to 0.6 mile north of Miller Creek Road Interchange about a mile and one-half south of Novato was completed on March 23, 1971. The contractor was Industrial Diamond Services, Inc.

E. A. Forde Company also completed on May 4th, a project to install guardrail at various locations. The work was on Route 101 between the Pacheco Creek Overpassing, at Novato, to Route 37 (Sears Point Highway) and on Route 37 from the junction with Route 101 east to a mile east of Lakeville Road in Sonoma County. The amount of \$38,400 was allotted for this project.

In May, Ghilotti Bros., completed a \$164,000 project to construct a highway on County Road 702 (Sir Francis Drake Boulevard East) between Route 17 and the west gate of San Quentin Prison. The work included improving the alignment and widening of the roadway as a safety measure. On this Federal Aid Secondary Project, the Federal Government provided about \$95,400, the State about \$65,200, and the County about \$3,400. The work was supervised by the State and administered by the County.

CONTRACTS LET

Bikepath Contract Awarded in Tiburon.—The much delayed Richardson Bay Pathway for pedestrians and cyclists in Tiburon finally got off the ground. After months of hesitation fostered by doubts as to whether federal funds would be available to help pay for paving of the path, the Tiburon City Council decided to make the move on its own. Brown-Ely Co. were awarded the contract to place a 10-foot-wide strip of asphalt on the former railroad right-of-way for the pathways from downtown Tiburon to the Trestle Glen area.

A contract for \$1,342,557 for completion of Oak View School and additions to Miller Creek Junior High School was awarded by the Dixie School District Board. Seri Construction of Benicia was the second lowest bidder, which was accepted. The project calls for adding six classrooms, a library, and instruction center, administration unit and teachers' room, new parking lot and landscaping to Oak View.

Brown-Ely Co. were awarded a \$7,012 contract to pave Tiburon Boulevard from the Tiburon Real Estate office to Marin St.

Ghilotti Bros. awarded contract for \$734,154 to construct Caulfield Lane and to widen Hopper Street, Lakeville Highway and East Washington St. Total cost of the project including right-of-way acquisition was estimated at \$1,222,000. Construction should take five months.

A & J Shooter, Inc. of San Rafael were the low bidders on a highway planting project on Route 101 between Irwin Street and 0.1 mile north of San Pedro Road, in and near San Rafael. The sum of \$88,000 has been budgeted for this work.

Work is expected to start soon on a project to repair slide damage and install rock slope protection on a two-mile long section of Route 1 south of the Marshall area. Teichert Construction has been awarded the contract for this project for which the State has budgeted \$150,000. Work on it is expected to be finished by November.

To Talk of Many Things...

Busy Marysville Hub of Activity

By HAROLD HUSTON,
Auditor and District
Representative

CHRISTMAS IN JULY—254 BROTHERS VOTE UNANIMOUSLY AT OROVILLE

On behalf of our Business Manager and International Vice President, Brother Al Clem, and the rest of the officers, we want to personally thank all of the



Harold Huston

254 brothers in this district who attended the meeting in Oroville on July 22 and voted unanimously to approve the new agreement with the Employers engaged in the construction industry in Northern California namely the A.

G.C., Piledriving Contractors, Steel Erecting Contractors, etc. This vote again proves the tremendous support you always give your chairman of the negotiating committee, Brother Clem, and the rest of the negotiating committee.

Your Business Representatives in this district are very busy getting the many employers signed to the new agreement. We would appreciate a call from you if you have any doubt about your pay or fringe benefit increases. We are most happy to help you in getting the matter straightened out with your employer immediately. Your Business Representatives have always gotten the 100 per cent cooperation from the brothers in this district and know it will continue.

The Employers who work in this District have to live up to the agreement to which they are signatory or pay the penalty. Some of the Employers tried to take a short cut and found out it is very costly to their pocketbooks. During the past few months your representatives have collected from these Employers several thousand dollars where violations have occurred in the Hiring Regulations, Manning Requirements, Fringe Benefits, and other terms and conditions of the agreement. We were very happy to see all the brothers who walked up to the podium and received their checks from the business representatives. It was like Christmas in July. Remember, you received this check because of two conditions. First, your representative and the brothers on the particular job worked together to see to it that the Employer lived up to the terms and conditions of the agreement which he signed. Second, you were the top man on the out-of-work list in the classification which was violated.

Miss Annette Johnson, daughter of Mr. and Mrs. Arden F. Johnson, who lives in Oroville, said a few words in appreciation to the brothers in attendance at the meeting in Oroville for receiving First Runner-Up in Operating Engineers Local Union No. 3 Scholarship winners and runner-up. In talking with her mother she said she inherits it from her Dad. However after talking with him, he said she gets it all from her mother. We want Annette to know how very proud all of us in this District are of her.

Congratulations to Brother Kenneth Brazil who received



VACATION TIME may be almost over but at least two families of retired Operating Engineers will cherish fond dreams of the summer days together in 1971. Above (left) Brother Lloyd Wilcox and his wife, and Brother Walt Mortensen and his wife. Center is Brothers Wilcox and Mortensen and at right is the Lloyd Wilcox family and their mini-motor home. Brother Huston tells the story of their dream trip.

his 25 year pin and scroll for having completed 25 years of membership in Local No. 3.

The Lloyd Wilcox family have recently returned from an extended trip that took them over the southwest and parts of Old Mexico. They left Oroville June 16th for Panquitch, Utah and a reunion with old friends, Brother Walter Mortensen and wife, also retired engineers. This was a real reunion for them as they had fished in the same place in 1950 when they were run out of the Lark tunnel near Salt Lake City by fire. The Mortensens had been there on their summer lot for the previous two months after they had an eight day trip through Red Rock Country, Green River and Moab Country. They reported the scenery as being fantastic. They were working on their summer lot located at an 8,200 foot elevation. They caught rainbow trout constantly out of the nearby lake, and were pleased to be able to share some of the beauty of it with the Lloyd Wilcox family. The Mortensens have improved their land tremendously. Walt put in a 1,000 gallon septic tank, plus his leach lines and have installed two intakes to the tank to accommodate their many friends they expect to have visit with them to share in their good fishing and camping in the high country. They are also hooked up to a fresh spring for water. The Walter Mortensens hope to spend many more years in this lovely location.

After leaving Utah, the Lloyd Wilcox family continued on their very interesting itinerary. They stopped off at the Glen Canyon Dam in Page, Arizona and made a tour of the power plant and dam. Then they drove south into Old Mexico at Nogales down Highway 15 to Mazatlan, a beautiful resort town on the coast. From there they drove to Guadalajara. This was one of their favorite stops along the way. They took a taxi tour of the lovely city that has an average year-round temperature of 77 degrees. They have no need for heating and air conditioning. Very refreshing indeed! Leaving Guadalajara, they drove inland to Mexico City, and hired a guide to drive them around. They report that the buildings are all made of concrete and steel even the light and telephone wire poles are constructed of concrete and steel.

Next, they toured the pyra-

mids that are located 18 miles north of Mexico City. These ruins are over 3,000 years old. Excavation is still underway in an area more than 10 miles in diameter, seeking for more pyramids and other historic artifacts.

The Wilcoxes tell us that the service stations in Mexico are all owned by the government. The gas prices are constant throughout the country. They have three different grades of gasoline, all selling for different prices, of course. They start at 85 centavos, go to one peso and one peso, 20 centavos per quart. You can usually fill your tank for 75 pesos or so. The Wilcoxes tell us that this figures out about 40 cents per gallon for premium, which is very satisfactory. They also state that worse gas is to be had here in the states in some locations.

Another interesting piece of information is that the Mexican schools are in session all year round, and some places for three shifts per day. We think we have a problem in California!

The Wilcox clan left Old Mexico at the border town of Matamoros and its sister city across the border, Brownsville, Texas. They had traveled over 2,200 miles in old Mexico, and found the roads on the whole very good. They enjoyed their visit tremendously. Another point of interest: United States insurance is invalid in Mexico, and Mexican insurance for them cost \$3.91 per day they traveled in Mexico. The Wilcox family traveled from Texas north to Burlington, Kansas. Burlington is known as the "Catfish Capitol" of the world. They fished in the Neosho River, but didn't do so good. Maybe the wrong season of the year.

The Wilcox family made their trip in a Mini-motor home which they highly recommend for their type of travel and fun. Mrs. Wilcox says "the handiest invention since they put a button on a shirt pocket."

We'd like to thank the Walter Mortensen family and the Wilcox family for sharing some of their retirement recreation with us.

By DAN SENECHAL,
Business Representative

MORE COBBLES AT HAMMONTON: Richter Bros. Company Inc. are busy making cobbles at Yuba Consolidated Gold Fields property south of Marysville. The large demand for this

type of rip-rap will keep brother engineers steadily employed for many months. Brother William Richter has put together a floating dredge-like screening plant that is fed by their 25-ton Northwest dragline. At this writing the cobbles are being produced for Claude C. Woods Sacramento levee project.

Richter Brothers Company, Inc. also have picked up a job for Western Pacific Railroad at Virgila off Highway 70 just south of Twain. At this site a new rail spear will be excavated that will enable the railroad to side track a large number of cars not urgently needed. The excavation will take approximately 45 working days.

Carl Woods of Marysville has completed equipment rental for the State Division of Highways at Yuba Gap. Brother Engineers on this project had a chance to get out of the valley heat and enjoy the cool mountain country conditions.

W. Jaxon Baker is moving right along on their new water project at Downieville. After completion of the project residents of Downieville will have a new water treatment plant along with all new underground water lines, a project that has long been overdue.

Hughes & Ladd's project at Goodyear Bar on Highway 49 is moving slow. At this writing the 631's have finished the pads for structures and the clearing crews have cleared the right of ways for our next cut and fill that will support the new highway. This cut will be done with T.S. 14's which have not as yet arrived.

DISTRICT NO. 8 MEETING DATE CHANGE

The regular quarterly district meeting of the Sacramento membership (District No. 8) originally scheduled for November 23, has been changed to **TUESDAY, NOVEMBER 16, 1971, at 8 p.m.** at the C.E.L.&T. Building, 2525 Stockton Blvd., in Sacramento.

Unions Are Necessary

"In our modern industrial system the union is just as necessary as the corporation, and in the modern field of industrialism it is often an absolute necessity that there should be collective bargaining with employers." — Theodore Roosevelt.

Report Utah Work Going Full Blast

By TOM BILLS, WAYNE LASSITER, KAY LEISHMAN, LAKE AUSTIN and GEORGE MARTIN

Work in the central and southern part of Utah is going full bore with some of the jobs working shift operations. Those employers who are not working on a shift operation are generally working full or extended hours.



Tom Bills

On the W. W. Clyde job at the Point of the Mountain, the number of Operating Engineers is almost a constant forty. This project has a key operation of moving the railroad tracks and the contractor will provide the roadbed for the tracks. However, the railroad will actually move them. The dirt spread has been moving a high volume on each shift and as the job progresses this equipment will probably be moved to another job.

The S. A. Healy Construction tunnel job at Current Creek is fully manned on a 3-shift operation and the mole is getting good footage at the present time. This employer has hopes of an early completion date and has indicated that this project will work as much as possible and they will make every effort to keep going during the winter months. Probably the road access to the job from the paved road will be the factor to consider.

L. G. Everest Construction of Colorado is doing some of the crushing for the job now, but their big production year will be next season. It is hoped that the crusher will be able to start early next spring.

Jericho Construction has a good sized sub-contract in connection with the tunnel and has four or five Operating Engineers this work season and will probably have a few more before the season is over.

In the same general area of Current Creek, Strong Construction has two connecting road jobs and the dirt is flying on these projects. In addition to the scraper spreads working, a major crushing operation has started stockpiling and will probably work at full capacity until the snow flies. This job has the added problem of traffic control and although the company can handle this kind of problem it is still a headache because of all the vacation and fishing traffic.

The Burgess Construction job at Soldiers Creek is still progressing well but the major dirt work will not start until later this year or early next season. The tunnel lining work is being done by M. Morin Construction. The two contractors are providing work for almost thirty Brothers. This number will increase as the season goes along.

Northwestern Engineering has started on their road job near Roosevelt, Utah. The job is only a hundred and twenty days but there are ten operators who should get some good checks from this job.

Work in the Vernal area is very slow and many of the Brothers who live in that general area have had to go into other areas of the state to get on a payroll.

Cox Construction is about topped out on their job at Cove

Fort but this spread will go to the new job so we are hopeful that instead of a lay-off they will keep approximately the same sized crew. The new job is a \$5 million road job in Millard County and should be in operation in the very near future.

Industrial Construction has started the dirt work on their job near Fillmore. However, at the present time, there is only a reduced crew on the job and it will take a short time for this employer to get more equipment on this spread. This job will probably be a two-season job.

L. A. Young has also started their road job in this area and most of the equipment has been brought over from the Fayette job. This job will be one of the major dirt roads in the Fillmore area.

Nevada Rock and Sand is working a two-shift operation on their job near Summit. They have had a large number of Brothers on their payroll most of the season. Many of the operators on this project were working in St. George before coming to this job. Usually the St. George area lives up to its name "Dixie of Utah" and the work in this area is not affected by snow like the greater part of the State.

Thorn Construction's job in St. George has cut back to a one-shift operation for the present and has been rolling along at a very good clip. This is another job that was able to work early this spring and has provided some good checks for the Brothers working there.

Weyher Construction is still working on the structures on the new freeway through St. George. Many of the structures are out of the ground and are starting to take shape.

Morrison-Knudsen has a three-shift operation working now on the crushing and although living conditions and the heat in the Page area leave a lot to be desired, the Brother Engineers on this job have manned the equipment and in turn have made some very good paydays. At the last count there were fifty Operating Engineers working on the job.

In the Moab area the work picture is not too bright. Most of the work has been completed in this area and no new jobs have been let. Work on the roads still needs to be done and we are hopeful that funds will be available in the very near future.

Western Rock Construction of Cedar City, Utah has a number of smaller jobs going and are hopeful of a good season before the snow arrives. When the jobs are all counted together, the dollar volume is quite high and the work picture for the Operating Engineers working for this employer looks good.

Generally, in the central and southern parts of Utah, the rock, sand and gravel plants are working at full capacity to keep up with the present orders and to stockpile as much material as possible for next season. Most plants are working either long hours or on a shift operation.

Not all of the work picture has been bright this last month—with the steel plant cutting down it has caused about fifty of our Brothers working for Hockett Engineering to be laid off for a forced vacation. There were also a few brothers working on the furnaces that were laid off. In the very near future

the jobs should be going again and everything should be back to normal.

Christian Brothers was low bidder on the Z.C.M.I. Complex at approximately \$35 million. At the present time Christiansen Bros. is nearing completion of the L.D.S. Church office building. Al Gorham Construction Company, San Diego, California, has sub-contracted the demolition and possibly some excavation at the Complex.

Swindell and Dressler are well under way on the brick factory in West Jordan. Foster-Wheeler is expected to be in full swing by Standard Oil by the middle of September.

W. P. Harlan is making good progress on the Student Housing Project at the University. This job was originally bid prior to the Davis-Bacon being suspended but final award was made to Harlan subsequent to reinstatement of the Act. Luckily none of the jobs were re-bid without Davis-Bacon applying.

Cox Construction is going full bore on the Timpie job west of Salt Lake on Highway 40.

S. A. Healy is expected to

start the aqueduct job from Lehi to 2100 South, Salt Lake in mid September.

Brothers, jurisdiction continues to be a real problem. Again I would like to remind you of the seriousness of the situation. Work stoppages and walk-offs are illegal and are not recognized. If questionable, call your representative. Many of our fair contractors have repeatedly mis-assigned work and disputes have arisen as a result. **Report any violations to your steward or representative.**

Dues are scheduled to increase in October. If one year's dues are paid prior to October 1st, the present dues rate will apply.

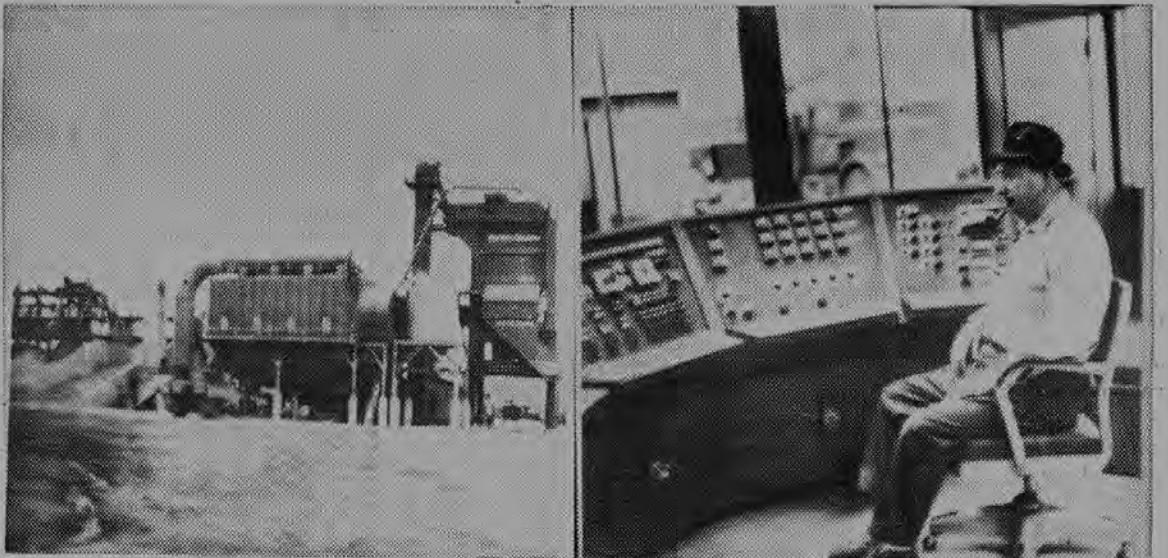
The prospects of work in the Ogden area continue to lag behind the corresponding period last year even though the State Highway Department has speculated on projects that are scheduled to be bid this year—such as the \$3.9 million job from Perry to Hot Springs and the \$5 million Interstate 80N from Uintah Junction to Riverdale Road. These two projects would help the area considerably. We

are in hopes that the State will not curtail them any longer and they will be let for bid in the near future.

A Pre-Job Conference was held with W. W. Clyde Company on July 16th on the \$7.5 million job at the top of Parley's Canyon. The Company plans to get into full swing as soon as possible. They are going to work two shifts and should have jobs for about seventy-five of the Brothers on the project. The job will consist of six miles of new I-80 and will run from Lambs Canyon to Kimballs Junction. The job is scheduled for completion in the fall of 1973.

DISTRICT NO. 5 MEETING DATE CHANGE

The regular quarterly district meeting of the Fresno membership (District No. 5) originally scheduled for December 7, has been changed to **MONDAY, NOVEMBER 1, 1971, at 8 p.m., at the Engineers Building, 3121 East Olive St., in Fresno.**



NEW BATCH PLANT at top left is run by Brother Jim Kelleher, a Local Union 3 member who has worked at Lowrie Paving Co. in South San Francisco for the past 28 years. At right is an overall shot of the new half million dollar plant. In the bottom photo are Lowrie workers (l. to r.) Vince Smith, Master Mechanic; Frank Benedetti, Mechanic; Johnny Dunnivant, Mechanic; Dick Bell, Local 3 Business Representative; Russ Sorg, Plant Engineer; Jim Wells, Excavating & Paving Foreman and Tony Mamone, General Plant Foreman.

New Lowrie Batch Plant Can Turn Out 8-Tons Per Minute

By DICK BELL
Business Representative

There is something new at the 40-year old Lowrie Paving Company in South San Francisco—a new half million dollar automatic asphalt hot plant.

Established in 1932, Lowrie Paving Company has always been one of the busiest contrac-

tors in its field in the Bay Area.

The new Barber Greene hot plants has a production capacity of 8200 pounds every thirty-five seconds or over 8 tons a minute—and that's a lotta hotta asphalt.

At present Lowrie is working on the widening of the freeway (280) in Daly City and on the United Airlines parking ramps

at the San Francisco International Airport. Previous jobs have included Rotunda A. at the Airport; also taxi ways A and B and the Main Terminal at the Airport.

Operating Engineers working at Lowrie Paving include Brothers Tony Mamone, General Plant Foreman; Russ Sorg, Plant Operator.

Apprentice Systems Notebook

By JACK H. McMANUS
Administrator



Jack McManus

It is quite an experience to be employed in a capacity for a number of years and then suddenly to be placed in a position of greater responsibility and quite another thing to operate and function as smoothly as your predecessor had managed to do.

Due to the retirement of Mr. Danny O. Dees on September 1, 1971, I have been appointed Administrator for the Operating Engineers Joint Apprenticeship System for the four states, and as such, discover it is quite a different matter than my previous job. So, again, I go from Journeyman back to an Apprentice. I have had good instructions and a great deal of help from those people that I have worked with and am presently working with. My thanks to those people.

We have changed, in a small measure, our methods of operation. In the not too distant future, there will be some changes in personnel for various areas because of the changes dictated by the new Collective Bargaining Agreement.

It is incumbent upon the Administrative Office, before January 1, 1972, that all Apprentices in California be evaluated to determine their number of hours and their position as well as the appropriate wage period that each Apprentice will be placed in. Because of the reduction in the number of hours for the Apprenticeship Program in the State of California, the following sections apply to the Apprentice and are part of your Collective Bargaining Agreement for California:

07.11.00 Registered Apprentices. The wages, rates of pay, hours of labor and the other conditions of employment of Registered Apprentices shall be and are governed entirely by the terms and conditions of this Agreement except as modified in 07.11.01, 07.11.02, and 07.11.03.

07.11.01 The education, training and disciplining of Registered Apprentices shall be governed by the appropriate Joint Apprenticeship Committee.

07.11.02 The straight time hourly rate of Registered Apprentices shall be the following percentage of the Group 8 rate set out in Section 01.00.00.

These rates have been published in the last issue of the Operating Engineers News.

07.11.03 The Joint Apprenticeship Committee shall, by reason of the reduction of the required 6,000 on-the-job training hours to 4,000 hours, re-evaluate all Registered Apprentices now in the program to determine whether they shall be a first (1st) Period Apprentice through a fourth (4th) Period Apprentice and they shall be paid the appropriate percentage as set forth in 07.11.02. All Apprentices entering the program shall be evaluated by the Joint Apprenticeship Committee to determine whether they shall be a first (1st) Period Apprentice through a fourth (4th) Period Apprentice and they shall be paid the appropriate percentages as set forth in 07.11.02. In both instances the Joint Apprenticeship Committee's decision shall govern.

07.11.04 When the Individual Employer employs more than three (3) up to and including nine (9) Journeymen Operating Engineers he shall employ one (1) Registered Apprentice but not more than one (1). When the Individual Employer employs more than nine (9) up to and including nineteen (19) Journeymen Operating Engineers he shall employ (2) Registered Apprentices but not more than two (2). When the Individual Employer employs more than nineteen (19) up to and including twenty-nine (29) Journeymen Operating Engineers he shall employ three (3) Registered Apprentices but not more than three (3). Thereafter, the Individual Employer shall employ Registered Apprentices in accordance with the above ratio. Foremen shall not be included in the determination of the number of Journeymen Operating Engineers employed by the Individual Employer for the purposes of this Section.

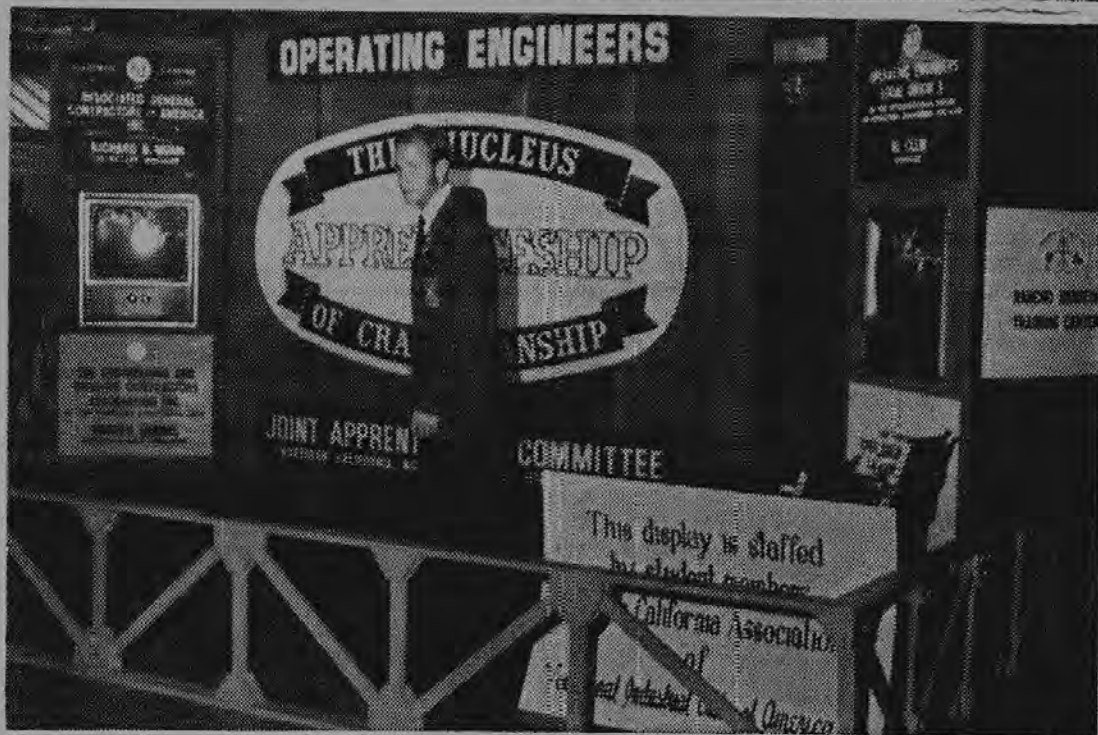
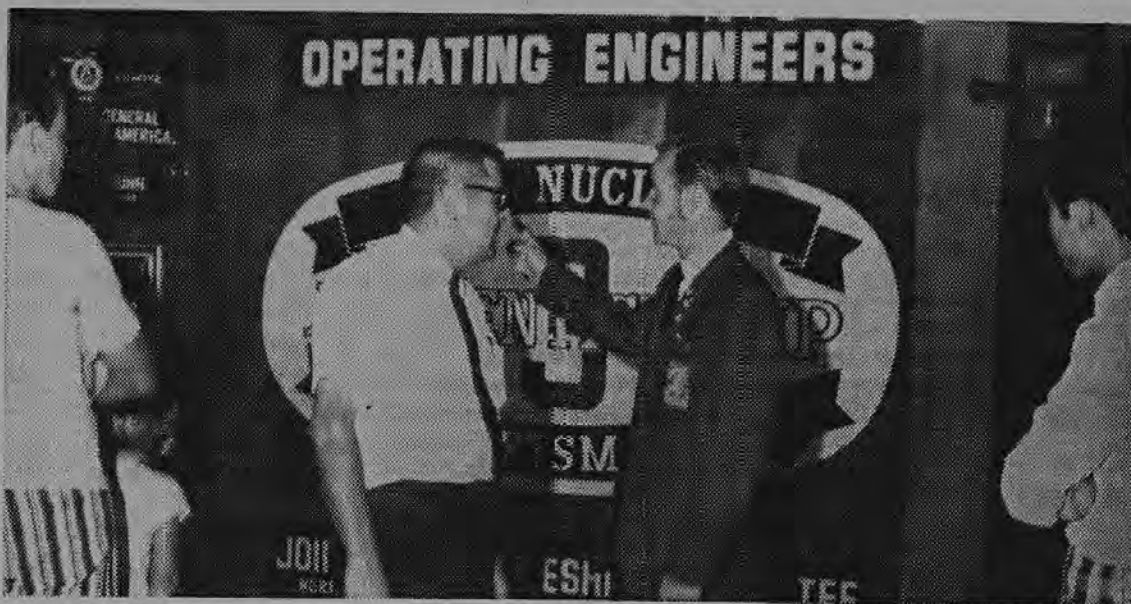
07.11.05 A Registered Apprentice may be assigned (subject to the control of the Joint Apprenticeship Committee) to, operate equipment (except compressor(s), pump(s), tugger hoists (single drum), generator(s), welding machines(s), material hoist(s), mine or shaft hoist(s), and refrigerator plant or work as a motorman, deck engineer, instrumentman or as a lubrication engineer on a full time basis except that he may be assigned as the second man on the lube and service truck, in the classifications set forth in Section 01.03.00 according to the following schedule:

- | | |
|----------------------------------|--------------------|
| 1st Period Registered Apprentice | Groups 1 through 2 |
| 2nd Period Registered Apprentice | Groups 1 through 3 |
| 3rd Period Registered Apprentice | Groups 1 through 5 |
| 4th Period Registered Apprentice | Groups 1 through 7 |

07.11.06 A Registered Apprentice who has been certified by the Joint Apprenticeship Committee to have completed 3500 hours may be assigned to operate equipment in Group B during his last 500 hours of on-the-job training.

07.11.07 A Registered Apprentice may operate, maintain, service or monitor or all of them either a single water pump regardless of capacity or a compressor up to and including 175 cu. ft., or a single generator, on the job to which the Registered Apprentice is assigned.

07.11.08 A third (3rd) or fourth (4th) Period Apprentice (See MORE JAS NOTEBOOK Page 10)



ENGINEERS BOOTH at the Cal Expo drew a lot of attention from young people visiting the annual event. This year members of the Vocational Industrial Clubs of America manned the booth and in the photo at top Coordinator Clem Hoover discusses method of presentation with VICA's Gary Redmon. In the second photo young Redmon gets ready to man the booth on his own while in the bottom picture some interested young people gather around the booth.

Despite Hoodlums

Engineers' Booth Draws Great Crowds at the State Fair Display

By CLEM HOOVER
Coordinator

Because of a few hoodlums that cannot stand to see other people enjoying themselves, the State Fair Attendance this year was below last year's figure. The police were engaged in three nights of violence caused

by these young hoodlums.

Despite the effort of these punks the Fair and our exhibit was a huge success. The attendance this year was under 900,000, about 100,000 less than last year. The Apprentice Program had this new display in Building C. We received a lot of compliments on the new display which with all the different colors, made it a very colorful and attractive display.

The booth this year was staffed by a youth organization known as V.I.C.A., which stands for Vocational Industrial Clubs of America. This organization

helps the youth or the community which is also the primary goal of the Apprenticeship Program is doing for the youth of our state. With the continued support and cooperation from the good journeymen of our union, and the leadership of Business Manager Al Clem, we will continue to have the greatest Apprenticeship Program anywhere in the country. It makes you feel proud, as you travel from job to job, to see the journeymen that we have in this great union helping these young apprentices to become journeymen themselves.

JAS News

VOL. 1—NO. 7 SEPTEMBER, 1971

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

Scanning The System

By ART PENNEBAKER
Assistant Administrator

Over a period of several years, a process has been carefully developing step by step for the purpose of insuring a Field Survey Work Pool of high technical competence.



Art Pennebaker

Evidently this long range program has met with some degree of success as noted by the outcome of the recently ratified Technical Engineer Master Agreement. Your employer agreed with your union negotiators that Technical Engineers possessing the qualification "Certified Chief of Party" (Surveyor IV) are worthy of a higher rate of pay.

There was no magic in making this deserved higher rate of pay happen but rather a collective effort on the part of a goodly number of Technical Engineer Members in the true spirit of unionism.

It is seldom that a group of union members self impose such stringent controls on their own job opportunities. Local No. 3 Technical Engineers with guts and foresight did not only accept the concept of setting standards but literally, several hundred, actually participated in setting qualifications.

Developing the curricula outline, teaching classes, producing test questions, validations, submitting to testing and evaluation of skills a great deal of their own personal time, effort and expertise was involved in upgrading their portion of the construction industry.

The qualification procedures produced are not a slapdash-sit on your hands long enough and you get it type of operation. They are a serious — minimum of one (1)

(See MORE SCANNING Page 10)

Leadership Keeps Local Way In Front

By BILL GAINES
Director, Affirmative Action

With specific reference to Affirmative Action concerns, the Apprenticeship Program finds itself deep in the middle of changes designed to meet the new Federal and California State Plan guidelines for the operation of certified apprenticeship programs.

Thanks to the foresight and thoughtfulness, mentioned in earlier columns, exhibited by our Business Manager and by the administration of the Apprenticeship Program, we have relatively few changes to make in order to bring the program within required lines.

Most of the "sticky" or difficult problems yet to be faced by the majority of the building trade apprenticeship programs have been met and solved in our situation.

(See Leadership, Page 10)



SANTA ROSA GRAD Dan Calvin is doing his thing under the tutelage of Operator Rod Hocking on the Candlestick Park job. Apprentice Calvin gets a crack at the controls frequently and Brother Hocking says he will be a top operator before long.

Still Hanging in There!

Santa Rosa Grad Shows Skills Under 'Old Pro'

By WM. HARLEY DAVIDSON
Coordinator

The Operator of this 70 Ton American with 150 ft. boom is Rod Hocking. The Crane belongs to Bigge. They are working on the new construction work at Candlestick Park in San Francisco. Brother Rod Hocking often lets Dan A. Calvin, a 3rd step Apprentice, have the controls. Rod has been training Calvin for two and a half years and reports that he operates the Crane with great skill.

Dan Calvin, 3rd period Apprentice, attended the Operat-

ing Engineers Preparation School at Santa Rosa for six months. He received a \$25 Bond for being the most studious student.

After joining the Operating Engineers Apprenticeship Program, he started working for Bigge Crane & Rigging and has been with them for over two years. Calvin wants to make Crane work his career.

The Apprentices are back on their jobs after a long five week interruption. The Contractors are now trying to make up for lost time, so at this report most of the Apprentices are working.

Redding and Eureka Area

Apprentice Display Set At Career Day Program

By CLIFF MARTIN
Coordinator

My area has been reduced and I now service Eureka and Redding, but it was a pleasure to service Santa Rosa. I found the Santa Rosa area to be much larger than I had expected; quite a valley area with a lot of small projects such as subdivision, garbage dump disposal areas, repairing service ditches for winter rain run-off, with the usual amount of parking areas and sewer pond construction. Once out of the valley and into the mountains and coastal areas the terrain becomes very rough and rugged. With some of the hazardous conditions it gives the young fellow who wants to be an Apprentice a challenge to become a Journeyman.

I would like to thank Pat

O'Connell, the dispatcher, Bus. Rep. Bob Wagnon, Dist. Rep. Russell Swanson and Alice Sutton, secretary for their untiring assistance and support in making the Apprenticeship Program so successful in their area.

Roland Wentzel, Eureka High School Coordinator has invited us to participate in the Career Days that will be held in Eureka Oct. 27 and 28. They expect to bus approximately three thousand students from the local areas and hope to have booths set up for various crafts so the young people of today will have a better knowledge and opportunity to prepare themselves for the future in skilled crafts. JAS Administrator Jack McManus has accepted the invitation so I am looking forward to participating in the activities.



PHOTOS ON A COORDINATOR'S ROUNDS gives evidence of a lot of things going on in Local Union 3's area. This month Coordinator Cliff Martin aimed his Brownie at Ewing Dam dirt work at top left and caught a D7 & sheepfoot at work along with (next two photos) Heavy Duty Repairman Joe Rogers and Apprentice S. Glough working on the J. F. Shea construction project at Hayfork, California. Fourth picture shows Brother Tommy Fodge, operator; Bernard Clark, HDR apprentice; and Curtis Flowers, foreman. Photo at bottom left has Apprentice J. Rankin discing adobe with his tractor on a sub-division job at Cotati, California. Final picture at bottom right shows Brother John DeJohn and Apprentice Floyd Gibbs on the Hughes & Ladd road project at Zena, California.



Frozen Funds Still Key To Santa Rosa's Future

By RUSS SWANSON & BOB WAGNON

We would like to briefly review some of the things that have brought us work and some that have worked to our disadvantage.



Russell Swanson

We know that the labor problems we have were things that could not be avoided and for which we were not responsible. With federal funding curtailed as it is, we don't have to explain to you what it has done to the construction industry. Also, if it had not been for the private work in the district this year the Redwood Empire would have been in terrible shape.

This coming year will have several developments that are supposed to go, however they are not started yet. These projects consist of the Indian Valley Dam in northeastern Lake County on the upper reaches of Cache Creek, to be done by the Yolo County Flood Control and Water Conservation District. Some of the preliminary work of core-drilling and access roads was done this year and the main portion of this \$10,000,000 project is supposed to be started in early 1972. This job is in a very remote area and in the past it was not a subsistence area, but through the efforts of our Business Manager, Al Clem, and other members of our Negotiating Committee, they were able to bring this job into the subsistence area.

Also, other prospective jobs to be coming up this year, we are told, will be the connecting link of Highway 101 between Healdsburg and Geyserville. This job has been on and off but there is now a slated bid date for April 1972.

Warm Springs Dam is another project which is reliant on federal funds. It was allocated funds this year which will carry it through the fiscal year of 1972, and it is anticipated that the work will carry

on. However, the main allocation of this job, which will take about \$50,000,000, we do not anticipate being here before 1973.

Another job in the near offing is the Sonoma-Marín Water Project. These counties, at the present time, are curtailed on growth, because we cannot get this project started. This is a project that is nearly a must because at the present time, at the peak of the dry season, with the present facilities they have, water is practically on a rationed basis. This project will not be at a cost to the taxpayers as it pays for itself through the sale of water. However we have our conservationists that are fighting this project and are stymieing the growth of these two counties.

Another project that we have spoken of before, we now hope is in the near offing. The Point Arera Nuclear Power Plant, on the south coast of Mendocino County, P.G.&E. has its permit from the AEC but there is a hard fight against this vast project by all types of conservation and ecology groups. It is to involve \$500,000,000, plus.

We would like to stress to you, Brothers, that we are approaching a major election year, and to some of you disgruntled Brothers that have been a little unhappy over the past years, the importance of registering and exercising your right to vote. The dispatcher in our office is a Deputy Registrar and if you would just take a few minutes of your time to register when you come in to sign the out-of-work list or to pick up a dispatch, it will be appreciated.

As you can see, there is a lot of work in the future for our district and it is our sincere hope that some of these projects will be started, soon.

We again wish to thank all the Brothers for the fine participation in your attendance at the past meetings and in advance for attending our future meetings.

Until next time, LET SAFETY BE YOUR BY-WORD!!



POLITICIANS & PEOPLE were much in evidence at Operating Engineers State Fair Exhibit and Apprenticeship Information Booth in Reno, Nevada recently. At top left Governor Mike O'Callaghan and Coordinator Gail Bishop talk shop, while at left Mike operates the television monitor for the benefit of newspaper photographers and exhibit visitors. Governor O'Callaghan had high praise for Local Union 3's fine apprenticeship program "not only in our state, but throughout its large jurisdiction" and said he was "impressed with the fine reports he had received on the Rancho Murieta Training Center, where a number of our apprentices and journeymen in the construction industry have received such excellent training. Your Business Manager Al Clem continues to show unparalleled leadership in these important areas."

Engineers' Apprentice Booth Scores Big Nevada Success

By GAIL BISHOP
Coordinator

We have just finished our annual participation in the Nevada State Fair. The weather cooperated and new attendance records were set. Our display received tremendous attention. The new booth background along with the closed circuit TV really brought the crowds around. Among the many distinguished persons who stopped by on opening night to wish us well were Governor Mike O'Callaghan, who took a turn at running the TV camera and Lt. Governor Harry Reid. The following morning U. S. Senator Alan Bible came by to say hello and remark that, as usual, the Operating Engineers were out in front of the rest. Speaking of the Senator, we are happy to announce that his son, day was a little hectic what with all the Reno Attorney Paul Bible has just accepted

the Chairmanship of the Nevada State Apprenticeship Council. We on the Council are looking forward to working with him on the many problems that beset apprenticeship programs today.

In the area of Affirmative Action, we report that on August 27, 1971 the first female apprentice in the Nevada program was dispatched to a contractor. Miss Michelle Williams is working for the R. E. Ferretto Construction Co. in Reno. I am at a loss at this time as to whether or not I refer to her as "Brother" Williams when I go out on the job. Perhaps one of the more knowledgeable members out there can write and let me know what is proper. At this time she appears to be doing fine and we expect her to fit right into our program. The first day was a little hectic what with all the newspapers and TV people on the job.

Modesto Apprentices Learn New Skills at Don Pedro Dam Project

By NICK CARLSON

The Don Pedro Dam Recreational Project has provided training for several Modesto apprentices. This project, costing in excess of three million dollars, on the shoreline of Don Pedro Lake, will upon completion afford five hundred campsites and five hundred tent-sites. The shoreline of Lake Don Pedro is approximately one hundred and fifty miles long. When completed, there will be two hundred and fifty trailer-camper sites at Fleming Meadows, two hundred sites at the right abutment area, and fifty sites at the Moccasin Point campground. For each trailer-camper site there will be one tent-site at the above locations. All of the roads and parking areas will be paved.

Reports from the gang working at the lake indicates the

fishery is great. Many limits of bass and rainbow, nice crappie and catfish being taken.

Geo. Reed Co., Sonoma is the contractor. Apprentice Jim Thomas is on their payroll. Loyd Tull Const. Co., of Fresno, is doing underground work with Wes Novy as their apprentice. Trico Const. Co., of Merced is doing site work and clearing. The apprentice on the job is David Gray. Pete Baratta Co., of Healdsburg has recently completed a viewing site at Moccasin Point. Apprentice Jarvey Whately on this job. Twain Harte Plumbing Co., of Twain Harte, with apprentice Jim Dickey has completed the underground work at Moccasin Point Campground. Glanville Const. Co., of San Leandro is widening the road and installing a pipeline at the Moccasin

Creek powerhouse. They have Steve Langer as their apprentice.

These sites will be ready for occupancy in 1972. Lake Don Pedro will blend into the natural scenic beauty when filled. This area will likely be one of California's most popular vacationlands.

IF YOU ARE FINANCING A

New Car • Mobile Home
Boat • Airplane • Tractor
or just plain

NEED MONEY

SEE YOUR CREDIT UNION
The Interest Dollars You
Save Will Be Your Own.

Endorse Training Schedules Utah Educators Praise RMTC's Fine Programs

To: President Nelson
From: Geoff Brugger
Subject: The Rancho Murieta Training Center

The Rancho Murieta, in Sacramento, California, is a training center operated by the Operating Engineers of Local 3, which has as its jurisdiction Utah, Northern Nevada, Northern California and Hawaii. The center has two primary functions:

1. Apprenticeship training; including related training and practical application in the form of machine operation.
2. Journeyman upgrading and retraining.

The center is equipped to instruct a maximum of 40 students during each training period. At the time of our arrival, there were 15 apprentices, including four from Utah, who were getting ready to participate in the 80 hour training program. The center retains 36 instructors, of which three are primarily assigned as related training instructors, five as diesel instructors, and 28 as field or heavy equipment instructors.

Each apprentice, to complete his apprenticeship program is required to complete 4,000 hours of on-the-job training. For each 1,000 hours of training, he is required to complete 80 hours of instruction at the Rancho Murieta.

There are four workbooks that the apprentice must complete in his 4,000 hour training program and he completes one of these at each of his four training sessions. The instruction is individualized and each student can proceed at his own rate. When he has completed his workbook assignment, the student may participate in actual application and training with heavy duty equipment on the construction site where he is assigned, with other apprentices, to a particular type of equipment. Here he works under the jurisdiction of an instructor at all times who is assigned a maximum of five apprentices at one time. Each apprentice operates the machine for a period of time and is then instructed concerning his mistakes, etc., by the instructor as well as the other students involved.

The journeyman training program is conducted in the same manner. Each man is given the opportunity to attend six weeks of training each calendar year for the purpose of upgrading his training or broadening his experience and, therefore, his employability by working with a different type of equipment. In addition to his training, he receives free room and board and all related training facilities, including books, reference library and visual aids are made available to him.

The training facility has three dormitories with double rooms. Each student has an individual locker and cabinets for his personal items. There is a recreation hall for relaxation in the evenings and a cafeteria where the trainees receive three meals a day. In addition, there are modern classroom facilities in which the apprentice receives individual instruction from qualified instructors, and has the opportunity to use visual aids, the reference library and the individual workbooks.

The Ranch itself is a 3300 acre training center which is in the process of being developed into an actual suburb of the Sacramento area. When it is complete, it will have building lots for private residence, private lakes, a PGA approved golf course and a trailer park. The initial funds for the ranch were provided from the pension trust fund of the Operating Engineers of Local 3. All profits from the sale of the properties, trailer park, rental, etc., will go back into the fund which will, of course, benefit all members of the local.

The advantage to the members then, is two-fold. It provides an excellent training center for apprentices as well as journeymen and the members are working, in effect, for themselves by subsidizing their trust fund.

Mr. John Thornton, the Salt Lake Area Coordinator, and Mr. Astor Whitiker, the Director of the Rancho Murieta, gave us an interesting and informative tour of the center. In addition, we met with other personnel affiliated with the ranch, who did an excellent job of explaining the program to us.

It is my recommendation that we as an institution, endorse the program that has been developed there.

More Scanning

(Continued from Page 8)

year study, testing and observed ability activity that earns the certification and the added pay.

Your union business manager and officers can negotiate the necessary funds, provide the leadership and arrange for technical assistance but it is the active participation of the individual member that makes a truly productive union.

Technical Engineer Members of Local Union No. 3 can be rightly proud of their qualification and certification program and can now rightly begin to enjoy the fruits of their considerable personal involvement in making that program a working reality.

Applications are available at all Job Placement Center Offices in California. Related training classes are in session now and more will be started as they are needed.

Tech Training Experts Visit Rancho Murieta Compound

By JOHN THORNTON

Two top trade school representatives from the State of Utah recently visited the Rancho Murieta Training Center at Sloughhouse, California near Sacramento and as a result have given the unique center their unqualified endorsement.

Purpose of the visit by Geoffrey Brugger, coordinator at the Utah Technical College at Salt Lake and Reed R. Allen, evening school coordinator for the Utah Technical College at

Provo, was to certify the related training portions of the program to the Utah Joint Apprenticeship Committee and to evaluate the program in a report to their school system superiors.

"The thing that particularly impressed me about Rancho Murieta," said Jeff Brugger, "is the fact that apprentices are trained under actual circumstances that they would find on a job. The training facility here is much more than just a training facility. When I came down here I was under the impression that it was simply a training center and did not know that they were in the process of building a natural city, and of course this gives them a great deal of practical experience and that is pretty impressive. I think that is the most fascinating thing about the whole project here as far as I am concerned."

"The facilities themselves are beautiful. The dorms and so on are set up in a very attractive manner. We had breakfast and lunch here, both meals were very good. I am sure that the apprentices would consider this almost as much a vacation as anything else coming down here and working. It is run on a reasonable like facsimile of a military base without the kinds of traumas involved. They're expected to be there at a certain time—they have a meeting each morning apparently, and the operation of the whole thing is every interesting."

Mr. Reid Allen said that he was "particularly impressed with the application and individual instruction that the troops are getting on the job." I am sorry that we did not get into the classrooms so we could have followed from the classroom onto the job itself. We did step into one class where the first aid course was in session.

We did not see the actual related training as far as the operating engineer was concerned. I am very much impressed because it is not a make-work project. They are not digging a hole and filling it up. There is something that we have wanted to do at Provo for a good many years and have made many attempts—even presently we do have some equipment on hand, but we have always been stymied because we did not have the year-round type of work that would make a reasonable facsimile of the actual job instruction that the fella's are receiving here. I don't know where we would be able to find something like this in Utah because I think the business manner in which they are going about it—the actual construction of some day a city that may house some 35,000 people would be rather difficult to come by in Utah. Not only the place where you might construct it but also the funds in order to do a job such as this unless you had the backing of a trust fund that they apparently have here. It is a wonderful project, I think it is something that is meaningful. Jeff mentioned that it is more like a vacation, but I think I saw all of the fella's out there working. There weren't many of them sitting around unless they were holding a discussion on an error that somebody else had caused. I hope some day we can have something like this in Utah and keep the boys where they belong."

Also in the JAS News you will find Mr. Brugger's report to President Jay Nelson on the fine facilities at Rancho Murieta Training Center. You can readily see why Business Manager Al Clem and all those connected with RMTC are justly proud of this fine training program.

Leadership

Problems relating to Standards, Selection Procedures, testing and eligibility pool makeup, have largely been taken care of. This is particularly gratifying in light of the new apprentice-journeyman ratio in effect under the new bargaining agreement, beginning January 1, 1972, which we anticipate will substantially expand our program.

Our biggest upcoming problem in completely meeting the new apprenticeship requirements will, undoubtedly, be in the area of an agreement with the Division of Apprenticeship Standards, as to what exactly constitutes a standard statistical area. This greatly affects minority quota and balance assignments.

We are confident that we can establish, both in terms of the nature of our work and in terms of the jurisdiction covered in California by our program, a strong and reasonable case for consideration of our unique position in this regard. Additionally, a careful perusal of the California Plan guidelines would suggest that there is ample room, in the language, to permit the kinds of consideration we seek.

Op. Engineer Urgently Needs Much Blood

Ronald Payne, a member of Operating Engineers 3 from Concord, is in very serious condition following an automobile accident and needs a lot of blood. Donations may be made in his name through the Contra Costa-Alameda County Blood Bank (see Blood Bank in the Union Notices column).

He and his family were hit in a head-on collision in Kirker Pass early Sunday morning. His wife and a son were also injured but have been released by the hospital. They live at 431 Todd Avenue, Concord.

Payne drives car "O" at the Antioch Speedway as a hobby, and the call for donors was made by the Labor Journal's auto racing reporter Gerry Delaney. The man who collided with Payne was not insured. Delaney said, and medical expenses will "probably be a lot more than any health and welfare coverage they have."

Originally taken to Pittsburg, Payne was immediately rushed to Merritt Hospital in Oakland where he could get the special treatment he needed.

More JAS Notebook

(Continued from Page 7)

may operate, maintain, service or monitor or any of them three (3) water pumps with a total m.r.c. of less than 1000 g.p.m., two (2) compressors with a total m.r.c. of 350 c.f.m., or less, one (1) generator less than 150 k.w. or any combination thereof not exceeding three pieces of equipment, on the job to which he has been assigned by the Joint Apprenticeship Committee.

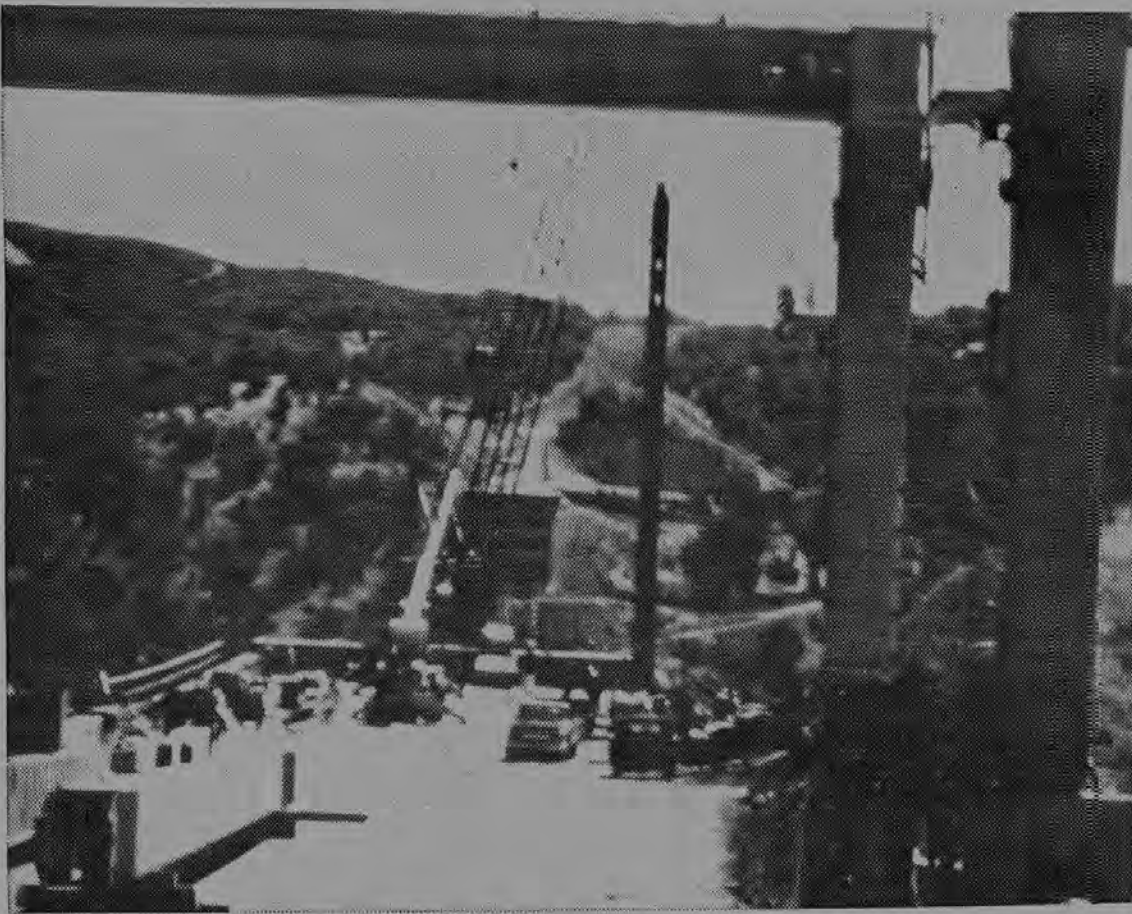
07.11.09 There shall not be more than one (1) Registered Apprentice assigned to any piece of equipment manned with more than one (1) Employee.

07.11.10 A Registered Apprentice employed as an oiler or a Truck Crane Oiler shall be subject to 04.10.06 (b) of the Job Placement Regulations.

It may be of interest to all Apprentices, as well as those in the State of Utah, that Mr. Geoff Brugger of the Salt Lake Trade and Technical College and Mr. Reed Allen of the Provo Trade and Technical College visited Rancho Murieta Training Center this month and they were distinctly impressed with the activities of the Training Center and expressed their feelings to the Utah Joint Apprenticeship Committee.

Several Resolutions were engraved and framed and presented to the schools as well as the instructors in the State of Utah; and Mr. Jay Nelson, President, of the Salt Lake Trade and Technical College expressed his strongest support for the Operating Engineers Apprenticeship system, the Training Center, the curriculum and the people that have put together and operated the most outstanding apprenticeship system that he has had the pleasure of working with.

To Mr. Nelson, all school personnel and to the instructors, we would publicly like to thank you and yours for the cooperation, understanding and courtesies which you have extended to us from the beginning of the Apprenticeship program. We may have presented framed Resolutions, but these are only a symbol of the respect and the pride that you and your school instructors should enjoy.



EXPECTED TO BE a year-long job is the Auburn Forest Hills Bridge shown under construction above. The deck truss type bridge will use 7600 tons of steel with an 860 ft. main span and back spans of 640 ft. Major equipment on the job is a 4000 Manitowac operated by F. "Slim" Ciochon with Ken Bettis doing the oiling. Brother George Smisek is the Crott operator and Brother Ben Hutcheson handles the Pettibone. Brother Harry Binder is the compressor operator. Steel is erected by the cantilever method. The 400 Manitowac is walked out on the bridge as work progresses and erects the steel. The Drott Travel Lift and Pettibone handle the yard steel. Largest lift on the job will be a 35-ton bearing shield and a 3-ton diagonal member. Some chord members are 120 ft. long and 3 falsework bents will be used on each side of the river. Bourke Harris is project manager; Glen Siegel, project super; Rex Redford, steel erection super and Ed Brewer is footing super. Williamette Western Corp. has the prime.

Sacramento Crime Rate Up 20%; Seek Budget Increase

By RALPH WILSON
District Representative

At a recent meeting our new county sheriff Duane Lowe stated that crime has gone up 20 per cent and he is asking the board of supervisors to increase his force by 12½ per cent. However, he has been granted an increase of only 10 per cent. Most of the increase granted the sheriff in his budget will go to support more patrolmen. Lowe states it is not safe to deploy our officers at night in one-man units. Narcotics are also quite a problem. Lowe says his department received 1,600 reports last year and because of the shortages in the staff could only investigate 700. He wants to increase his narcotics staff from six to eleven men.

Lowe's number one request was for a community relations officer. "That's the breath of life to the sheriff's department," Sheriff Lowe stated. "This is my most important project."

We wish to give the sheriff a big vote of thanks for saving our State Fair. Once the sheriff moved in, trouble at the Fair moved out. Our heartfelt thanks, sheriff!

The Teamster strike has idled more than 75,000 workers in Northern California and the Sacramento Area seems to be bearing the brunt of it. One major issue in the dispute has been the Teamsters' demand that independent dumptruck operators be placed on the payroll of contractors. The union claims these operators are taking jobs away from regular Teamsters. The union also wants a one-year contract with a pay increase of 40 cents an hour in wages, 56 cents in fringe benefits. Also, a new grievance procedure.

We are hopeful that by the time you read this the strike will be over.

THE DALTONS RIDE AGAIN—An El Dorado County Deputy Sheriff escaped with minor scratches after two of the Dalton cattle rustlers shot at him when he approached them after they had shot a bull.

The deputy sheriff said he noticed the pair in a field and when he put his spotlight on them, the two Daltons fired their rifles at him. The bullets shattered the glass from the front window of the patrol car in his face. They fired again, but the shots went over the car. The deputy sheriff returned the gun fire, but the men escaped by running over a hill. The search for the Daltons is still going on.

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

Work in the Sacramento area at present, is nearly at a standstill. Looking toward the future, hopefully, the work situation will brighten. Lots of work will start in the area if the Teamsters strike is settled. There are several construction projects in progress, which will resume as soon as the strike is over, namely; three shopping centers, five underground pipelines, twelve street improvements, freeway jobs, fourteen subdivisions, four high rise buildings, numerous apartment buildings and several others.

Out at McClellan Field, there are eight contractors. We can be proud of the job done by Al Caples of the Sacto-Sierra Building Trades in getting the regulations changed so that we can get on base without any of the red tape.

The State Department of General Services has announced bids will be opened on September 8 for the initial develop-

ment of a 457-acre Yolo County site for a new California Highway Patrol Academy. The site is near Bryte, four miles west of Sacramento. The project includes site clearing and grading, moving of 450,000 cubic yards of earth from the Yolo Bypass to raise grades for future roads and buildings and construction of mounds of topsoil to enclose the firing ranges. The new academy is expected to cost 11 million dollars. The academy ultimately will replace the present one on Meadowview Road.

Plaza De Las Flores start is slated. A December 12 ground breaking date has been set for the Plaza, a project to construct a \$2.9 million dollar downtown Mexican-American commercial and cultural center.

Younger Brothers Contracting Engineers has won a half million dollar contract for expansion of the men's gymnasium at American River College.

Plans for Seven-Acre Village Shopping Center in Campus Commons are revealed. The large shopping center will be built by Campus Corners Inc. in Campus Commons on the triangle of land between Howe Avenue, University Boulevard and Fair Oaks Boulevard. Construction of the \$2.7 million complex is scheduled to begin before November and completion is expected by September of next year.

Hazlip Construction is keeping a good sized crew working in the Davis and Woodland areas.

M. L. Dubach is still running two shifts on the Woodland Bypass.

It is hoped that by the time this goes to press the Teamster strike will be settled and our brother engineers will be back to work.

Our deepest sympathies and

CHC Stamps Approval On Eureka 'Red Route'

By RAY COOPER and
GENE LAKE

Eureka Freeway a Reality!!—The California Highway Commission has unanimously approved a resolution of intention to adopt the "red route" proposed freeway thru Eureka.

The Commission will notify the Eureka City Council and Humboldt County Board of Supervisors of the decision and will hold further hearings if requested to do so in the next 30 days. Final adoption is expected the third week in September.

The resolution passed by the Commission is considered tantamount to adoption of the freeway route, which would travel north down South Broadway from Elk River, turn east at 14th Street and travel across the city in a zig zag fashion, passing behind the Eureka Inn between Ninth & Tenth Sts.

This route will cost 27.5 million dollars and take 414 residences and 40 businesses. Some 18 acres of industrial land worth 1.5 million in assessed valuation would be replaced by four lane depressed freeway in the cross town portion.

Now that the politicians have finally decided on a route we are hoping no further complications arise to delay this much needed project.

Redwood Highway—Recently the State Division of Highways announced that spending for construction of the Redwood Highway will total 45 million dollars in the next two years. One must bear in mind that the Redwood Highway begins at the Golden Gate Bridge and extends north to the Oregon line. In our district the projects will include Smith Point, which is the first stage of the by-pass of Richardson's Grove State Park at the cost of 5 million dollars. The second stage which will be scheduled later will tie into the freeway at Benbow.

Nothing more has been heard of regarding the Rio Dell bypass, another much needed project on Highway 101.

Crescent City Harbor—The House Appropriations Committee in Washington D.C. has allocated \$350,000 for awarding of a contract and initial payments to a contractor for a 2.6 million dollar project in Crescent City to extend the harbor breakwater and provide a 1,500-foot T-shaped entrance channel and

most sincere condolences are extended to the families of the following brother engineers who have passed away recently: Paul J. Law, Howard Bennett Murray, Rollin Leimbach, Earl L. Sproull, Archie Franklin Robinson, Chris Schaffer, John S. Stanuseich.

We again would like to ask all our good members to donate blood to the Operating Engineers Blood Bank which is almost depleted and for which hardly a week goes by without a request for blood for either one of our brothers or his family.

The Blood Bank is accessible to all our good members, we however, cannot release the blood if it is not there to be released.

turning basin near Citizens Dock.

The first phase of the project will be the inner breakwater extension, slated to start in April 1972, with completion planned for November. During a similar period in 1973, dredging of the inner harbor basin is scheduled.

New Eel River Bridge—Bids were recently opened by the Division of Highways for a new bridge across the Eel River at Alderpoint. Lew Jones Construction Company of San Jose submitted the low bid of 1,006,982. A total of seven bids were received.

The work will consist of a 760-foot long two-lane bridge utilizing about 500 tons of structural steel plus about 250 tons of rebar. A small amount of approach will be included. The old bridge will be removed later.

Mercer Fraser Company of Eureka was low bidder on small surfacing job on Highway 96. The job will consist of placing base and surfacing on the roadway and installing minor drainage facilities at three locations. All locations are included in the portion located between 3.0 and 6.2 miles north of Route 96 junction with Route 299 at Willow Creek. The old pavement will be obliterated. Mercer Fraser Company also has started their Indianola road job. This is another small one but should carry a few brothers until the rains come.

W. Jaxon Baker at Orleans is rolling along in high gear at the present time. This is a Forest Service road job approximately 20 miles off Highway 96, really back in the boon-docks. Barring an early winter the grading portion of this job could be completed this season.

Bids for the Klamath River bank protection project have been cancelled, eliminating for this year any further efforts on the 2 million dollar rip-rap job. Several problems turned up and Del Norte County was unable to give the Army Corps of Engineers all necessary deeded rights of way. The action does not kill the project, which has been approved by the Federal Government, and the work is expected to be done next spring.

Wild Rivers Bill SB 107 defeated—Our fight to prevent the three major rivers, the Eel, Klamath and Trinity to remain as wild rivers, which would prevent any dams or flood control was rejected by the Senate early this month. We are certain that North Coast local opposition made a big impression on Senators who were unwilling to jam something down the throats of local people. This local opposition gave our Senator, Randolph Collier the ammunition he needed to battle on our behalf.

The battle over the wild rivers is not over, as Senator Peter Behr's SB 107 might be resurrected and a similar bill AB 2979 is still around and could go before the legislature this year. The California Water Commission supported Senator Collier's bill SB 1285, which proposes a study for the need for protecting the wild rivers, rather than an outright ban on dam building.

Our thanks to all of you who wrote letters and voiced your opposition on this important piece of legislation.

Last but not least, we thank you Brothers for your fine turnout at the recent District Meeting.

San Jose Reports Action In Many Areas

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

By Jack Bullard

SANTA CLARA COUNTY—NORTH OF HWY. 17 AND MILPITAS NORTH OF LANDESS AVENUE.

Pickets Honored—As Operating Engineers, we have all experienced the problems and tribulations that accompany the negotiation of our many new agreements this year. Most of the other building trades have had the same. We have also upheld our obligations in other sectors of the American Labor Movement. The Communications Workers had a short strike before coming to agreement in July. Helen Basego is Vice President of Communication Workers Local 9409 in Sunnyvale. She was also strike director during the strike. We had a number of operators working on several telephone company jobsites until the picket lines were set up.

Al Clem took personal charge of our observation of these picket lines. At his direction, P and Z Drilling refused to cross the lines at Carroll St. in Sunnyvale. Helen Basego, in turn, authorized us to remove the equipment at this site. The operators were thus able to operate the equipment at construction sites doing other work.

David Akashi is a new contractor performing work on Hwy. 680 and Calaveras in Milpitas. The contract amount is \$414,000 for landscaping a section of Highway 680 running from Calaveras Rd. in Santa Clara County on into Alameda County. Frank Sumida is foreman here.

Work Protection—This type of contract illustrates the necessity for protecting our work assignments on smaller pieces of equipment. Here is work being performed by four operating engineers on a contract calling for 200 working days.

The equipment is (1) a 310 Case rubber tired tractor, (2) a 4500 Ford tractor with loader bucket, a small V30 Ditchwitch trencher, and a small 00 Davis trencher.

There you have it, Brothers—a years work for each of four of us; and yet, you could darn near wear any of the four rigs as a watchfob!

The size doesn't mean this equipment cannot be dangerous. Ask Elmo Priest. He got his hand between a belt and pulley on one of the attachments. Trimmed off about half of three fingers! His hand is better now, and he is on the preferred list for awhile.

The Kaiser Permanente Agreement appears to be grinding to a close. The official communications and agreements between the eleven unions and the Kaiser group are very slow. It is tedious and frustrating to us as stewards, employee members, and representatives of our Union.

Regarding voting methods, I think we should carefully scrutinize and discuss future procedures and methods in ratification of future agreements.

Brothers, we have discussed fork lifts often in the past few months. This classification is vulnerable to manning problems with other crafts. Regular full time fork lift operators are helping to alleviate some of these problems, although the problem requires constant pa-

trolling. John Wales, Ray Derting, Russ Kincaid, and Gene Hester are some of these people.

Another manning problem we have are the "Preferred" Classifications listed in 04.10.02 of Job Placement Regulations.

Compressor	(Group 2)
Compressors (27)	(Group 5)
Elevator Operator	(Group 4)
Generator,	
(100 k.w. or over)	(Group 5)
Material Hoist	
(1 drum)	(Group 5)
Material Hoist	
(2 or more drums)	(Group 7)
Pump Operator	(Group 2)
Pumps (27)	(Group 5)
Refrigeration Plant	(Group 7)
Tugger Hoist	(Group 3)
Welding Machines	
(powered other than	
by electricity)	(27) (Group 5)

The preferred list classification is much like any of your muscles—if you exercise it, it remains healthy, if it is not exercised, it weakens. When Employers are used to manning these classifications, they tend to order the operator as a matter of course. Glenn Keck has a good job with some overtime on the Mullins Pipeline job in Palo Alto. Doc Washburn works steadily on the elevator with Williams and Simpson in Palo Alto.

Tony Jubera runs compressors for Zurn Engineers at the Sewage Treatment Plant in Palo Alto. Carlos Reynolds runs the compressor for McGuire and Hester, after Bob Mayfield dropped by the job and procured the job order. With the exception of Doc, the other operators (and more) were placed as a result of contract enforcement by your agents. Remember these classifications. Brothers, and call the office or our home phones when you see manning violations.

The negotiations with Warner Yates Fork Lift Company have been successfully concluded. We were able to procure almost all of our demands. The members ratified the agreement by an overwhelming majority.

Tuesday, the 10th of August, we held a meeting and ratified the Materials Dealers Agreement in the San Jose District. Buck Hope and Don Kinchloe presided. The agreement was ratified by more than two to one. We had a very high percentage of employees present who work under this agreement. This is as it should be. Some of those present were Ed Mamola and Chuch Krismer, Stewards. Also present were Henry Larson, Bob Lencioni, Ed Soares, Blake Jones, George Logan, Clay Fulton, Richard Koch, and "Marty" Martinez. Frenchy Ebollito, the Brisque Basque, was on vacation.

There are many other responsibilities which must be carried out in all the Districts this year. The many and varied contract negotiations have literally used up an average of two days of every five days in the work week, plus week-end meetings. That is 40 per cent off the work week! Economic actions related to negotiations have taken more time.

Each short form agreement must be brought to the employer and signed after an explanation of the agreement.

As you know, these activities follow a three year pattern, and this is the year all these responsibilities occur. As this year passes the halfway mark, this cycle will subside. As the cycle subsides, so will regular job

patrolling increase, and we will again see each other much more often.

If something occurs where you need to talk to us, remember two things: (1) the San Jose office is open every Wednesday evening from 6-8 p.m. and (2) this writer's home telephone number is (408) 476-1962.

By Jack Curtis

Thomblenson Construction was the low bidder at \$5,086,028 on the job consisting of excavating, underground, and structures at Hartnell College in Salinas. Granite Const. Co. will do the excavation and paving; J&J Steel Erectors will do the structures and metal decking work, and P & Z will do the piling work. This job will start in August and should be finished in June of 1973.

Milburn Const. Co. has started on their freeway job at Fort Ord. This will be one of the better jobs with 35 brother Engineers on the job at its peak.

A tentative advertising date of September, 1972 has been set for the freeway now under design for the five miles of Route 1 from Roache Rd. near Watsonville to Rob Roy Junction. The California Highway Commission has voted the \$7,200,000 estimated cost of the project, with \$3,100,000 being scheduled for financing in the 1971-72 budget and the remainder scheduled for the 1972-73 fiscal year.

Existing Route 1 at that location is a 3-lane highway with one lane in each direction and a passing lane in the center. These lanes will be repaved and used for the two new south-bound lanes. The two north-bound lanes will be constructed on new alignment to parallel the existing highway with a generous median between opposing lanes of traffic. An additional truck climbing lane will be added under this project on the uphill slope in each direction where necessary. The freeway will ultimately be six lanes.

Interchanges will be provided at Buena Vista Drive, Mar Monte Rd., and Larkin Valley Rd. In each case frontage roads of up to a mile or more in length will be provided to give residential areas access to the freeway through the interchanges. At Mar Monte Rd., this will include connection from both Alta Dr. and Robak Rd. Between Larkin Valley Rd. and Rob Roy Junction, a half mile of the existing highway will be reconstructed to improve the grade. A highway planting project is planned to follow the freeway construction as soon as funds become available.

Resurfacing at different locations on various routes throughout the county is contemplated under projects now in design. Construction began in January for one of these locations on Route 1 from La Fonda Ave. overcrossing to Route 17. The \$53,000 contract awarded in January to the Granite Const. Co. includes about two miles on Route 9. It was completed in June.

A safety project is now under design for Route 1 in Capitola from Capitola Ave. overcrossing to 41st Ave. off-ramp where a median barrier will be installed with existing curbs removed and the median paved. The estimated cost is about \$76,000. A tentative advertising date had been set for May, 1971, but was postponed because of conflict with a going

contract.

About a mile north of that location near Santa Cruz another project for Route 1 will soon be done. The eastbound off-ramp and on-ramp to and from Soquel Ave. will be reconstructed to improve the interchange. Bids were opened on May 26 and low bidder was Granite Const. Co. at \$40,116. Work will start in July.

The project to widen the bridge that goes over both Soquel Creek and Wharf Rd. is now about 75 per cent complete. Holmes-Clair Co., of Menlo Park, is the contractor on this \$360,000 job which is expected to be completed in August.

By Mike Kraynick

SOUTH OF HWY. 17—South County work is moving well for this time of the year but not much in prospect for new jobs on the horizon.

There was some good news recently when Ellis Armstrong, V.P. of the Commission of Reclamation, was in these parts talking about the long delayed San Felipe Water Project. \$300,000 has been budgeted for advance planning and the money is being used in stages. The project will ultimately pump 273,000 acre-feet of water into Santa Clara, Santa Cruz, San Benito, and Monterey Counties from the San Luis Reservoir near Los Banos. The \$93 million tunnel running 10.3 miles via Pacheco Pass is a major part of the project. It has won approval from Congress but awaits funds to provide thousands of new jobs in the construction industry. It is currently scheduled for construction start in 1974.

By Robert E. Mayfield, District Representative

This past month has been a month of many meetings and long hours for this writer and all Business Agents in this office. For the most part, the end result of such meetings has been very gratifying. The Northern California A.G.C. contract of which we were able to sit in on over half of the 25 days and night sessions that it took to complete, was an education and resulted in an excellent contract—especially in light of the adverse conditions under which Business Manager Al Clem and



Bob Mayfield

Thomas Creek Plan May Start This Fiscal Year

By KEN GREEN and BOB HAVENHILL

Siphon work recommended—Congressman Harold T. "Bizz" Johnson revealed in a telephone report to the Daily News from Washington that the House of Representatives committee on Appropriations will recommend the start of construction this fiscal year of the Thomas Creek siphon on the Tehama-Colusa canal. Re-



Ken Green

sponding to an urgent plea from Congressman Johnson, the committee has added to the budget of the Bureau of Reclamation the total of \$1,200,000 for this purpose. This amount plus the \$97,000 included in the budget submitted to Congress earlier by the President will mean a solid start on the siphon project during the 12 month period commencing this month.

In talking to rank and file members in this area, as well as other areas with a few exceptions, they have responded to this new contract very favorably for a difficult job that was well done.

In addition to the A.G.C. contract, the Materials Dealers (Ready Mix) was negotiated and a series of meetings held for a contract that was comparable to or better than the A.G.C. contract. In the two ratification meetings held in San Jose for the above two mentioned contracts, 426 people attended the A.G.C. meeting with only 12 opposed and 37 attending the Ready Mix with 8 opposed. They were excellent, well attended meetings in both cases and a most democratic right to vote was exercised in each case. Great support and confidence in the Negotiation Committee and the Union by the large turnouts was indicated in each instance. We would like to personally give our most humble thanks.

The President, Mr. Nixon, only just recently made a speech and once more took a shot at the laboring man as he did earlier in the year with the lifting of the Davis-Bacon Act. He froze wages for a period of at least ninety days commencing immediately. To most other crafts now involved in contract and wage negotiations, who have not ratified a contract by its membership or had the package cleared by Mr. Nixon's wage stabilization committee in Washington, D.C., this means almost certainly no wage increases for their members for this period of ninety days. Once more through our Union's Business Manager, Al Clem and his staff of officers, most of our new contracts were completed prior to these deadlines set out by Mr. Nixon. Our team of officers' foresight should be applauded as we are already receiving these new wage raises.

In closing this column, the work up until the Teamsters went out on strike at selective sites (the A.G.C. & E.G.C.A. Contractors) was pretty good with the out-of-work list being as low as it has probably been in several years. However, due to these pickets, our list is now bulging at the seams once more. We do have a great amount of work that has been let and will be done as soon as the Teamsters and bargaining association groups can get together and settle their differences with a new contract.

It is anticipated that the full House of Representatives will concur in this recommendation. Senate approval also is required. In his appeal the Appropriations Committee, Congressman Johnson emphasized that as of

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:

Bennett, William (Lena, Wife)	7-30-71
419 Grey Ghost Avenue, San Jose, Calif.	
Compton, Fred (Vera, Wife)	8-23-71
Star Rte. No. 1, Box 88, Lakeport, Calif.	
Cooper, Dolphus (Bernice, Wife)	8-29-71
1028 Ozone Road, Santa Rosa, Calif.	
Dalton, Leo (Velda, Wife)	8-17-71
P. O. Box 14, Annabell, Utah	
Davies, Dodd (Marge Haffleck, Mother)	8-15-71
1050 W. Elm, Stockton, Calif.	
Densford, Errol F. (Frances A., Wife)	8-12-71
856 Cherry Lane, Clovis, Calif.	
Dominguez, Amada (Alice, Wife)	8-8-71
10298 Doris Avenue, San Jose, Calif.	
Finney, John J. (Annie Mae, Wife)	8-9-71
3515 So. West Ave., Fresno, Calif.	
Fitch, Theodore (Victoria, Wife)	8-27-71
728 Center Street, Healdsburg, Calif.	
Forhan, Floyd (Son and Daughters)	8-6-71
1433 E. Harvard, Fresno, Calif.	
Harrison, Richard (Mabel, Wife)	8-1-71
1801 Happy Valley Road, Anderson, Calif.	
Harris, John (Eunice, Wife)	8-6-71
Route 2, Box 5, Dos Palos, Calif.	
Immel, Chris (Florence, Wife)	8-1-71
13555 San Pablo, San Pablo, Calif.	
Johnson, James A. (Nancy K., Wife)	8-29-71
302 Fulton Street, San Francisco, Calif.	
Johnston, Ralph (Robert Williamson, Stepson)	7-31-71
809 E. 14th Street, Oakland, Calif.	
Jurkovich, Leo (Nene, Wife)	7-27-71
2309 Curtis, Berkeley, Calif.	
McElwain, Frank (Voncyle, Wife)	7-27-71
3496 Soda Canyon, Napa, Calif.	
Martin, Frank J. (George, Brother)	7-29-71
559-16th Street, Oakland, Calif.	
Miller, N. Leonard (Reva, Wife)	8-16-71
658 Plum Street, Novato, Calif.	
Mortinson, Doral (Lenora, Wife)	8-10-71
12 Berry Hill Court, Willits, Calif.	
Myers, Herschel (Violet, Wife)	8-5-71
823 N. 14th Street, San Jose, Calif.	
Overstreet, George (Mary, Wife)	8-19-71
34 Canyon Drive, Oroville, Calif.	
Palmer, William (Ida, Wife)	7-28-71
4632 W. 5255 So., Kearns, Utah	
Park, Dei-Dong (Duk-Sun & Hoe-Jung, Parents)	6-18-71
P. O. Box, 2306, Agana, Guam	
Robinson, Archie (Helen, Wife)	8-10-71
81 Locust, Woodland, Calif.	
Rossiter, Howard (Ethel M., Wife)	8-21-71
3323 Central Avenue, Alameda, Calif.	
Schafer, Chris (Ruth, Wife)	8-3-71
225 Cross Street, Woodland, Calif.	
Snelson, Lloyd (Edna, Wife)	8-20-71
3466 Willow Pass Road, Concord, Calif.	
Stanueich, John S. (Doris, Wife)	8-19-71
5912 Dewey Drive, Fair Oaks, Calif.	
Sullivan, John (Hazel, Mother)	8-21-71
352 Hayes Avenue, Santa Clara, Calif.	
Timmons, Robert J. (Robert R. Mix, Grandson)	8-15-71
831 Keystone Avenue, Reno, Nevada	
Tognotti, Frank (William M., Son)	8-24-71
1006 Capitol Avenue, San Francisco, Calif.	
Westley, Torrance (Nara, Wife)	8-9-71
635 N. 1st, Brigham City, Utah	
Williams, Harry (Lou, Wife)	7-29-71
P. O. Box 498, Empire, Calif.	

DECEASED DEPENDENTS

Alves, Jeanette—Deceased July 30, 1971
Deceased Wife of Robert W. Alves
Bellah, Thelma—Deceased July 26, 1971
Deceased Wife of Vernon Bellah
Branch, Yvonne—Deceased August 18, 1971
Deceased Wife of Don R. Branch
Brown, Lois—Deceased July 16, 1971
Deceased Wife of Frank L. Brown
Crabtree, Veta P.—Deceased August 7, 1971
Deceased Wife of Walter Crabtree
Crane, Edith—Deceased August 6, 1971
Deceased Wife of F. L. "Les" Crane
Larson, Ora Belle—Deceased February 1, 1971
Deceased Wife of Leonard J. Larson
Stout, Ruth B.—Deceased August 15, 1971
Deceased Wife of Roger W. Stout

Creek Plan OKed

(Continued from Page 12) May of this year, the Bureau of Reclamation had invested \$36 million in the construction of the canal which would be useless without the construction of the siphon.

The siphon cost was estimated at that time to be about \$1,200,000 which is the amount the Appropriations Committee approved. In addition to the siphon funds, the committee recommended the expenditure of \$1,225,000 for completion of the

work on the fish facilities in the first section of the canal below the Red Bluff Diversion Dam.

Box Canyon Dam work—Repair work will be started within a month on the leaky north abutment of the Box Canyon Dam. The State Division of Dam Safety has ordered the district to make the repairs. The directors, who are also the County's Supervisors, authorized an immediate call for con-

See MORE CREEK P. 16

Stockton Shows Work Pick-Up

By WALTER TALBOT, AL McNAMARA & BOB SHEFFIELD

The report from this district will be very minimal, as the Teamsters and the A.G.C. have not, as yet reached an agreement. Many problems have been created by the selective picketing by the Teamsters, which has caused a state of confusion concerning which employers are to be allowed

Walter Talbot

to work and which are not. We fervently hope this situation has been remedied before this news article is published, as our work season is rapidly passing by.

Stockton Area work—The State Division of Highways has called for bids for widening Kettleman Lane in Lodi, from the Woodbridge Canal to Highway 99. The road will be widened from its present two lanes to four lanes for 1.8 miles. Bids will be opened September 22nd, and the expected cost is estimated at \$1.4 million, which includes construction of a railroad underpass at the Southern Pacific tracks.

Stanfield and Moody was awarded a \$336,313 contract for resurfacing 20.8 miles of streets for the City of Stockton and for

San Joaquin County.

T. & T. Trucking, a comparative newcomer to the excavation and grading business, having been principally in the dirt hauling by trucks now have several street and road jobs under construction in Stockton.

S. M. McGaw Co. was the successful bidder on the Hammer Lane Expressway. This will extend Hammer Lane from Heather Drive westerly to the recently completed Interstate 5 freeway. Contract bid price was \$186,731. When the project is completed it will provide access to downtown Stockton via Interstate 5 for residents in the Colonial Heights-Park Woods districts.

Murphy Pacific Enterprises, constructors of the bridges and highway for Interstate 5 in the Mossdale Wye area were not affected by the Teamsters strike and have been going full throttle in order to complete the south bound lanes of the new freeway. When the south bound traffic is diverted to the new road, the company has bridges and highway to complete for the north bound lanes. Syar & Harms have a sub-contract from Murphy Pacific to supply base material, black top and concrete.

Construction has started on another Mobile Home Park on Highway 5 and Thompson Ave. in Lathrop. This park will have space for 165 units and total cost to construct will exceed \$750,000.

The rock, sand and gravel plants have also been forced to curtail production or shut down completely due to the lack of orders from the construction industry.

In the Modesto area—George Reed, Inc. was awarded the contract by State Division of Highways to surface and grade the existing roadbed for a two-lane highway near Jamestown on Jacksonville Road for \$112,914.

Polich & Benedict, contractor of Rosemead, submitted a low bid of \$12,945,647 for construction of an 8.4 mile Freeway 99 bypass of Turlock. This job is going to include a number of overpasses, which will be located at Monte Vista Ave., Taylor Road, Fulkerth Ave., West Main Street and Lander Ave. The contract will provide for 500 working days or about two and one-half years of work, and it should commence about the latter part of September.

Teichert Construction Co. of Stockton has been awarded a \$474,000 contract by the State for five highway improvement projects in Calaveras, San Joaquin and Stanislaus Counties. Included in this contract is the resurfacing of 26.2 miles of Highway 132 on both sides of Modesto, 2.4 miles of Highway 49 in Calaveras County, 7.8 mile section of Highway 4 in San Joaquin County and a 5.5 mile section of Highway 88 east of Highway 99.

Oakland Very Busy Dispatching

By D. R. "Don" Kinchloe
Treasurer & District Rep.

By HERMAN EPPLER

We have a new project starting in the Fremont area, at Durham Rd. and Grimmer Blvd. A Land Development Company is making Southlake Mobile Homes Garden there. It will be approximately 70 acres of Trailer Homes and Townhouses. Oliver DeSilva crews have been working that site for the last month, along with Galbraith who are doing the underground. Stoneridge have started a new unit located in Pleasanton. This is an addition to the older homes in that area, and is located on Foothill Blvd., at Highway 50.

Out in Livermore, the Sunset Homes Development Company has also started a big home project. Silva Bros. are moving the dirt at that location and Fairly Construction of Livermore, are doing the underground. At the present time they are cutting the streets on that project.

Piombo at this time is stopped by Teamsters pickets along with several other jobs in the area. At the time the strike was called P. W. Vickery were laying the concrete slab of the 580 Freeway project and are about 50 per cent complete.

The Rock Sand and Gravel Industry is about at a standstill due to the Teamster pickets in front of most of these plants and are looking for an early settlement of the Teamster problems.

By TOM CARTER

The work in the area is almost at a standstill at this time due to either picket lines by the Teamsters or lockout by the contractors. One of the bigger projects affected in the Walnut Creek Plaza. This is a 10-million dollar office and professional building located across from the

The first phase is a 10-story Bart Station in Walnut Creek, building with 128,000 square feet of floor space and parking for 250 cars. Second phase will be another high rise building and a two-story parking garage. The grade work for the second building and parking garage is presently under way.

Rapid Transit work is moving along and unaffected by the Teamsters. W. A. Smith is placing the rails through the Richmond area. At this time they have started the section between San Pablo Ave. and Carlson Blvd. The rails are just about all placed in the Richmond Terminal and the Electrical Contractor is now working on the hot rail in this station plus the underground section through Berkeley.

Syar and Harms has just about completed the earth work on a large unit for Silver Development Co., in Pinole. The underground work on this job will start about the first of September.

By PAUL WISE

To start this column off, we are happy to report our work load in this area is a lot better this month than last month, but don't let this get you brother engineers too enthused, because it is still well below par for this time of year.

Polich Benedict still has a few brothers working on their highway 24 and Lake Temescal interchange job. Rondo and Son are highballing on their 1½ million yard dirt job at Rossmore, keeping an average of 14 engineers busy with Dick Olsen doing a fine job as steward.

Watergate project in Berkeley has been and is a good job at one time or other for Latrop Co., Peter Kiewit, O. C. Jones, Woodward-Lundgren, Roberson Const., George Nolte Civil Engineers, Rosendahl and Economy Gardens. Let's hope that

there are a few more jobs like this one that will materialize in the future. Oh, let's not forget the outstanding steward we have on the project, Chuck Ivie. He's doing a tremendous job. Keep up the good work Chuck, we need more like you.

We were fortunate enough to be able to sit in on a few of the different contract negotiations and it was a real pleasure to watch your Business Manager and officers negotiate with those hard-nosed employers on the current agreements that were finally reached through diligent and hard fought bargaining by your Business Manager Al Clem and officers. Theirs is an unbeatable team when it comes to bargaining for you brother engineers, welfare. We wish each and every engineer could sit in on one of the meetings and then you could observe and see what a real dedicated team that we have heading Local No. 3.

Brothers, your blood bank is getting down to an undesirable low. Please donate at your next convenient time.

By JOHN B. NORRIS

Most of the jobs in Contra Costa County have been shut down at this time due to the Teamsters picket line.

Peter Kiewit has started moving equipment into the P.G.&E. Steam Plant in Pittsburg. They have 800,000 yards of dirt on their job there. The first 100,000 yards will be moved with dozers and loaders, with the remaining 700,000 yards to be a dredging job. This job will employ approximately ten engineers and will last about eight months.

There are rumors of a 3-million dollar Pollution Control job at the U.S. Steel plant in Pittsburg. C. Norman Peterson was low bidder on the job, but as yet they haven't given them the go ahead to start.

NOW'S THE TIME TO SAVE!

UPA

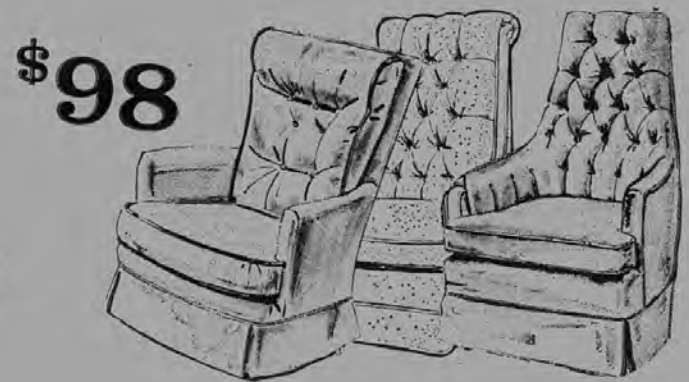
Your

Wholesale Buying Service



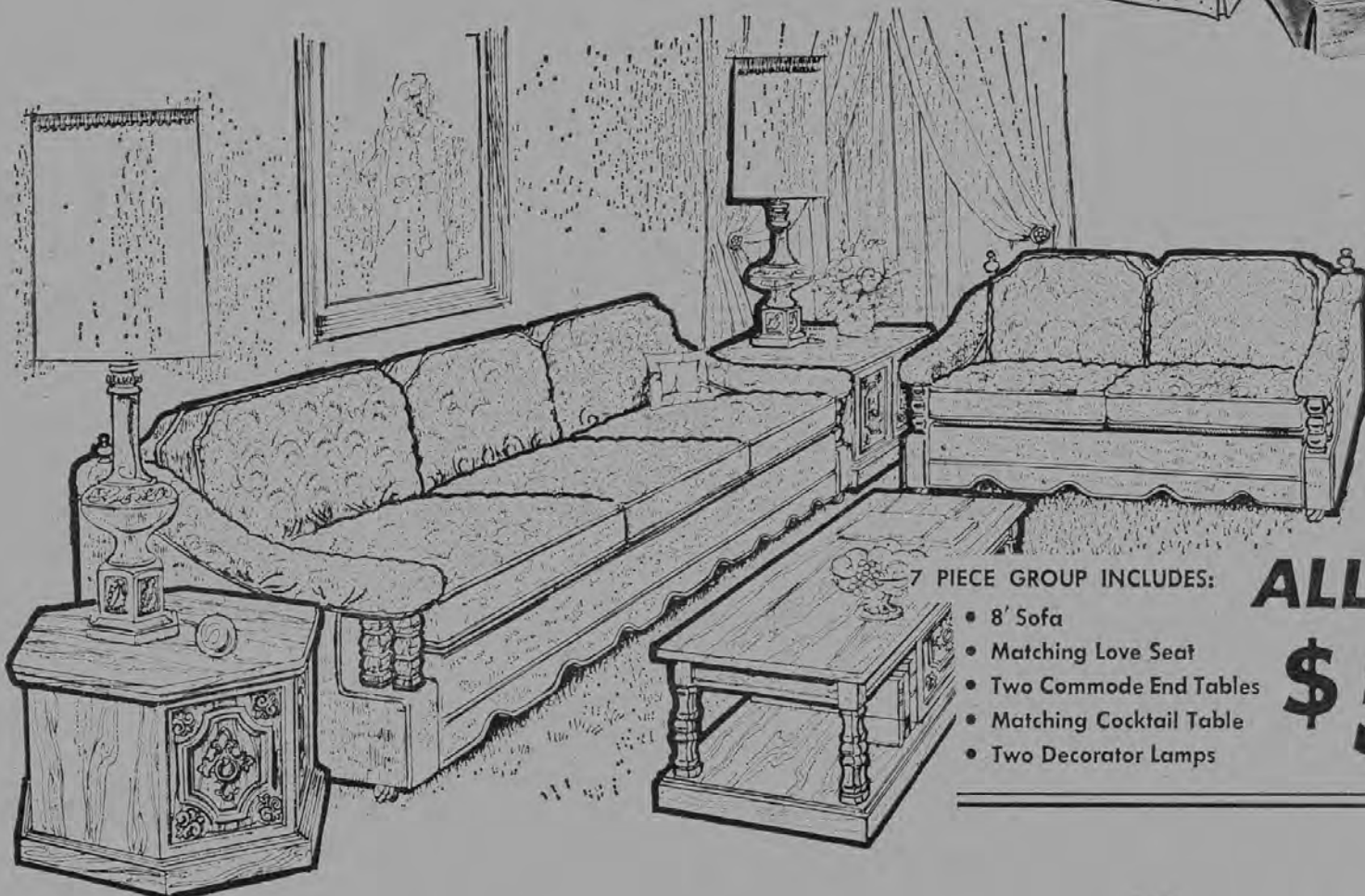
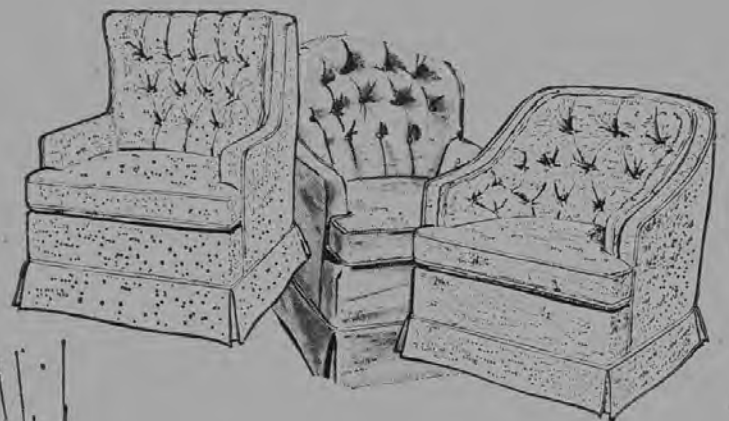
\$299

*The Choice
is Yours*



\$98

\$88



7 PIECE GROUP INCLUDES:

- 8' Sofa
- Matching Love Seat
- Two Commode End Tables
- Matching Cocktail Table
- Two Decorator Lamps

ALL 7 PIECES

\$596

SHOP RETAIL.....

buy UPA

AMERICAN AUTOMOBILES ON FLEET DISCOUNT



\$150 OVER COST

HOURS:

Mon. 9-7	Fri. 9-9
Tues. 9-5	Sat. 10-5
Wed. 9-5	
Thurs. 9-5	

UNITED PURCHASING ASSOCIATES
UPA
 8137 CAPWELL DRIVE
 INDUSTRIAL PARK
 OAKLAND, CALIFORNIA 94621
 (415) 569-2838

Personal Notes

STOCKTON - MODESTO

Our deepest sympathies are extended to the families of deceased Brothers Bernard Noble, Doddridge Davies, Lloyd Snelson and George Ramsell.

Brothers Morgan Kerr, Henry McBride, L. D. Clifford, Kenneth Booth, Pete Rede and Richard Fursch were either hospitalized or under a doctor's care this past month. A speedy recovery is wished for all.

RENO

We wish to extend our deepest sympathy to the family and friends of Brother Robert Timmons who passed away August 15, 1971.

FRESNO

We wish to express our deepest sympathies to the families and friends of Brothers John Finney, J. B. Harris, Erol Densford and Floyd Forhan who recently passed away.

We have had two requests for blood and were only able to help one member with his request, leaving only partial help for the other member's request. This leaves our blood bank supply NIL. Perhaps it will be you or your family needing help we cannot give because of the lack of response to our request for donors!

SANTA ROSA

It is our deep regret in having to inform you of the recent passing of Brothers R. A. Hankins, Basil Lovely and Darrell Mortenson and of the wives of Brothers F. L. "Les" Crane and Douglas Jackson. We wish to extend our sincerest condolences to the families and friends.

Sorry to learn that Brothers Glen Humiston, Steve Musselman, Ted Fitch and Lloyd Tonelli are all under the weather. Hope this writing finds them all much better and a speedy recovery to them.

Recently several of the Brothers have needed blood, which we were able to furnish them with, through our blood bank. So please, may we remind you again, please donate to the Operating Engineers Blood Bank, in order that we may have an adequate supply on hand at all times. It certainly will be appreciated, especially by those who may in the future find need of a blood replacement.

EUREKA

We wish a speedy recovery to Brother Art Bradbury, a retired Local 3 member who has been discharged from the hospital very recently.

We also wish a speedy recovery to Brother G. T. Brown who has been in the hospital recently.

Congratulations are in order to Mr. & Mrs. Andrew LaFazio, Mr. & Mrs. Greg Gundlach and Mr. & Mrs. Robert Ridens, they are the proud parents of baby girls for the month of July.

We wish to express our sympathy to the family of Brother Jess W. Boyd who passed away July 22, 1971 after a short illness.

MARYSVILLE

We received the following card from Gladys B. Johnson, wife of deceased Brother John E. Johnson of Olivehurst. "Officers and Members of Local 3, Operating Engineers, 1010 I Street, Marysville, California 95901. Thank you sincerely, in every warm way, I'll remember your kindnesses for many a day. Gladys B. Johnson and family."

Brother Ed King is convalescing at Sutter County Hospital after his recent surgery.

Brother Edwin Williams is in the St. Francis Hospital in San Francisco. He would appreciate having the brothers stop by and say hello if you are down that way.

Brother Marion Baldwin has been ill and in the hospital. We hope his luck will change for the better in the near future.

Brother Howard Copeland had a heart attack and is in the Portola Hospital.

OPERATING ENGINEERS, MARYSVILLE DIST. 60 BLOOD BANK—We urge all the brothers and their families and friends to make an appointment to donate blood at the following places, dates and times:

MARYSVILLE—Second Tuesday of each month at the Marysville Elks Lodge basement, 920 D Street. 11 a.m. to 1 p.m. and 2 p.m. to 6 p.m.

OROVILLE—First Thursday of each month at Medical Center Hospital, 2767 Olive Highway. 1 p.m. to 6 p.m.

CHICO—Mondays and Tuesdays at the Blood donor center, 169 Cohasset Road. Mondays, 4:30 p.m. to 6:30 p.m.; Tuesdays, 8:30 a.m. to 10:30 a.m. Make an appointment by calling Chico 343-6071, Monday through Friday.

We want to personally express our appreciation to those who have donated blood in the past.

UTAH

We wish to extend our most sincere condolences to Brother Tim Lairby on the death of his wife, Beulah. Brother Lairby is currently working in the Ogden area, but for many years worked in California.

Our deepest sympathy to the family and friends of Brother Joseph Puett on his recent death. Brother Puett made his home in Tremonton, Utah.

Tarrence L. Westley, Brigham City, Utah, died of a heart attack on August 9th while operating a hydro crane for Raymond Concrete Pile Company in Tremonton, Utah. We wish to express our sympathy to his wife, Nora, family and friends.

SAN RAFAEL

Best wishes to following who have been on the "Sick List": Brother Richard Johnson recuperating from motorcycle accident; Val Orchar, wife of Brother Stew Orchard.

Our deep sympathy to Brother Fred Webster, retired member on the recent loss of his wife, and our condolences to family of Brother Nils "Ole" Miller who passed away on August 16th. "Ole" worked at Hutchinson Rock Quarry in Greenbrae for many years, as Plant Operator.

See MORE PERSONALS Cols. 4 & 5

SWAP SHOP CORNER: Free Want Ads for Engineers

EXECUTIVE'S 20x50 TWO BR LONGMARK in Reno. Awning, skirting, cooler, storage. Parking for four cars & boat. Fully carpeted & furnished. Call 322-9760. Frank Bernard, Box 1509, Nev. 89502. Reg. No. 0702521. 7-1.

FOR SALE: LEVEL WOODED HALF ACRE. Recreation area nr. lake, golf crs, club house, heated pool, off hiwy 4. 15 min. to Bear Valley. Dove Creekmore, 404 Dondee, Pacifica, Ca. 94044. 415-359-1501. Reg. No. 698477. 7-1.

ALL TERRAIN VEHICLE FOR SALE. 8-wheeler, Goodyear 16x14, 50-6 Terra tires, Corvair eng. \$800 or best offer. Jim Minardi, 782 So. Cypress, San Jose, Ca. 95117. Phone 243-2668. Reg. No. 1235515. 7-1

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

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

SALT & PEPPER SHAKERS FOR SALE. Collection of 250 pairs from 50 states, Canada, Mexico. \$500 or best offer. Goddon L. Carpenter, 1954 Verda St., Redding, Col. 96001. Reg. No. 0579326. 7-1.

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

GARAGE & SERVICE STATION FOR SALE in Duchesne, Utah, good corner. 15 x 150' property. Garage & sta. in operation now, contains lots of equipment. Two mobile home hook-ups in back bring in \$50 mo. J. L. Thompson, Box 180, Duchesne, Utah 84021. Reg. No. 1265055. 7-1.

CLEARLAKE PARK LEVEL LOT 50 x 100' mobile or perm. zoning, nr. comm. park, paved roads, \$2,750 w/septic tank, power pole. \$3,500. Call Ed Perdock, Clearlake Oaks 707/998-3244. Reg. No. 1067583. 7-1.

FOR SALE: 1965 BUDGER 15 x 45, two BR, utility rm, walk through closet. Jube Whelchel, 24221 Chrisman Rd., Tracy, Cal. 95376. Phone 835-0749. Reg. No. 0521085. 7-1.

FOR SALE: 1946 FORD BUSINESS COUPE, exc. running cond., new paint & interior, \$2,000 or best offer. 1948 FORD 5-pass. coupe, exc. cond., new paint & uphol. \$1,800 or best offer. Clarence Walker, 162-29th St., Ogden, Utah 84401. Reg. No. 1265549. 7-1.

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

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

1965 ALLIS CHALMERS HD7G CRAWLER Tractor front end loader, 4 in 1 bucket, hvd. rippers, exc. condition, \$5,500 firm. Calvin Bennett, 579 Manor Blvd., San Leandro, Ca. Phone 415/352-5570. Reg. No. 1091180. 7-1.

WANTED: 1926 or earlier model 30-40 Rumbly Oil Pull Tractor. W. D. Sorenson, 7028 Thornhill Dr., Oakland, Ca. 94611. Reg. No. 238823. 7-1.

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

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

METAL KITCHEN CUPBOARDS for sale. Full size elec. range & sink. Make offer. Ronald Henry, 8120 March Creek Rd., Clayton, Ca. 94517. Reg. No. 1324942. 8-1.

TRADE OR SELL 20 FT. BOAT. Mercury outboard motor 100 horse, exc. cond. Trade for front end loader. Thomas Crois, Box 237, So. Lake Tahoe, Ca. 97505. Tel. 916/544-3995. Reg. No. 305043. 8-1.

TWO SIAMESE KITTENS, female, 2 1/2 mo., beautiful, intelligent, housebroken, healthy & playful. \$35 ea. or reas offer. K. Monney, 455 41st Ave., San Francisco, Ca. Tel. 386-6543. Reg. No. 883769. 8-1.

FOR SALE: SLIM FORM HOME Slenderizing lounge, Prof. salon features. Dual motion pads, vib. action, auto. self-timing, fold-up & roll away. Exc. cond. \$60. Phone 525-3075. P. Icardo, 904 Carmel Ave., Albany, Ca. Reg. No. 0385044. 8-1.

TEARDROP TYPE CAMP TRAILER. Cook area in back. Attached 8x10 tent as new. \$250 Occidental gas range, grill \$40. 2056 Lucerne Ave., Stockton, Ca. 463-4344. Reg. No. 1362839. 8-1.

SALE OR TRADE for property nr Colfax or Auburn. Colfax 2 1/2 acres 4 mi. from Grass Valley. Unfinished but livable house now rented \$50 ft. well, septic tank. Heart of hunting. \$12,500. P. E. Northrup, 7544 Linden Ave., Citrus Heights, Ca. 95610. Reg. No. 0863913. 8-1.

RULES FOR SUBMITTING ADS

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

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

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

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

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

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

FOR SALE: TWO AXLE tilid bed trailer 8 wheels, tires. Air operated hvd. brakes. \$875. Phone 415/552-3236. Reg. No. 0578953. 8-1.

FOR SALE: 2 1/2 FT BOAT, fiber over wood. Cabin cruiser Old's marine eng. All new frons, completely overhauled. Runs good. \$2,300. Call 415/569-3956. Reg. No. 1020129. 8-1.

FOR SALE: WORTHINGTON 105 PORTABLE compressor, completely recond. reciprocal comp. excellent Continental 6-cyl. eng. New battery & radiator recap 5-ply wires. \$1,000. R. Johnston, P.O. Box 72, Summit City, Ca. 916/275-2245. Reg. No. 1079837. 8-1.

FOR SALE: COMPLETE TRENCHING BUSINESS. Will teach you for one month. For more details call me at 936-6902 or write 379 E. Arbor Ave., Sunnyvale, Ca. 94086. Reg. No. 1121881. 8-1.

RETIRED SALON OWNER has all beauty shop equipment for sale incl. hydraulic chair. Make offer. G. Kates, P.O. Box 185, Drytown, Ca. Phone 209/245-5684. Reg. No. 1051427. 8-1.

FOR SALE: TWO TON FLAT BED Inf. Truck, good shape \$500 Two ton spur gear chain hoist like new \$65. N. E. Yorum, 8260 Riverland Dr., Redding, Ca. 96001. 916-241-8773, 415-432-4619. Reg. No. 0354222. 8-1.

SIXTH AVENUE OCEAN BLUFF LOTS 2 mi. so of Trinidad, 275 x 100 ft paved front, elec. water, phone, ocean view. J. E. Karoush, 2687 Pacific Cl., Arcata, Cal. 95521. Reg. No. 1025264. 8-1.

FOR SALE: 1939 LINCOLN ZEPHYR V-12 w/Columbia rear end, \$800 or best offer. Thomas Spillier, Rt. 1, Box 920, Jamestown, Ca. 95327. Phone 984-5716. Reg. No. 1054919. 8-1.

REFRIGERATOR FOR SALE \$25 Also 3/4 in. drive socket set James K. Whitman, 935 Toria Hills Dr., Pinole, Ca. 94564. Reg. No. 053883. 8-1.

FOR SALE: ANTIQUE BEDROOM SET, cherry wood, asking \$1,000 or best offer. Thomas Spillier, Rt. 1, Box 920, Jamestown, Ca. 95327. Phone 984-5716. Reg. No. 1054919. 8-1.

WANTED: JOHN DEERE model No. 50 or No. 93 Back Hoe unit; also hardware for attaching unit to crawler tractor. Gene Collings, 10090 Peninsula Ave., Cupertino, Ca. 95014, phone 408/252-5578. Reg. No. 0598472. 8-1.

FOR SALE: 60x20 MOBIL HOME, 3 BR., bath, living, kitchen, sep. util. room, \$3,000. Call 916-587-4378. Reg. No. 0994102. 8-1.

FIVE TREE-STUDDED ACRES, view, homesite in fish-stocked lake, access, \$7,700. Call 415/562-8162. Reg. No. 0577765. 8-1.

BOAT & TRAILER FOR SALE. Elgin fiberglass 14 ft. 45 horse eng. \$500. Call 916-587-4378. Reg. No. 0994102. 3-1.

GOODYEAR THIN WHITE WALL wide-tread tire No. 70-15, 4 ply polyester & glass, like new, 100 miles. \$30. Call 415-873-6267. Reg. No. 0876129. 8-1.

ACREAGE FOR SALE in Oregon near Klamath Falls. Call 916-587-4378. Reg. No. 0994102. 8-1.

FOR SALE: 1940 STUDE COMM 4-dr sed. exc. cond. 29,000 actual miles. Orig. fact. equipment, fair rubber, ex. parts. \$400. G. L. Musselman, 617 E. 1225 N., Ogden, Utah 84404. Reg. No. 1121905. 9-1.

WANTED: WESTERN SADDLE and Cricket curb bit & bridles. Reasonable price. Suit 16 hands. Les Reeve, 137 Club Dr., San Carlos, Ca. Phone 591-5140. Reg. No. 1051351. 9-1.

TWO CHOICE PLOTS FOR SALE in Sky-lawn Cemetery, Benicia, Ca. Garden Apostles Faith E. F. \$850. 209-632-4123 or 491 West Avenue So., Turlock, Ca. Reg. No. 000825. 8-1.

1964 OLDS 4-DR H.T. R. H. & auto. trans. 4 new tires, comp. rebuilt motor & rebuilt trans. Overheats, needs work, as is \$275. Joy M. Harmon, 2509D Althamer Dr., Santa Clara, Ca. Reg. No. 1369424. 9-1.

FOR SALE: 12-ROOM OLDER HOUSE. Needs repairs, lg. garage, ad 1/2 sheds, shade & fruit trees. 24' x 24' fencing. \$15,000. 1/2 down. G. Becker, P.O. Box 192, Smartsville, Ca. 95977. Call 639-2257 or 639-2301. Reg. No. 0448639. 9-1.

FOR SALE: 1970 MODEL D-40 CAT DOZER hydr. rippers & till. Power shift only 534 hrs. 25 per cent less than cost. Phone 931-0781 Stockton evenings only. Reg. No. 921408. 9-1.

RETIRED HD MECHANIC will sell full set tools, incl. mikes, pullers, lg. ralloway box. \$500. Phone 209-525-0867. A. Smart, 4143 Yosemite Blvd., Modesto, Ca. 95351. Reg. No. 0354436. 9-1.

FOR SALE: "CORNWELL" 1/2 IN & 3/4 IN DRIVE SOCKET SETS, and H.D. Mech. tools. N. Nelson, 15814 Morcello St., San Leandro, Ca. 94578. Phone 357-7730. Reg. No. 0845444. 9-1.

FOR SALE: DWIS SCRAPER, Barber-Greene, water trk. SHP DeWolf saw, trailer & side rollers, 10" Skill saw, tools. W. May, 1801 Notre Dame Ave., Belmont, Ca. Phone 593-5242. Reg. No. 1022439. 9-1.

1965 CADILLAC SEDAN DE VILLE. Full power, exc. cond. Recent compol. motor overhaul Automotive Enorg. \$2,250 cash, firm. I. H. Larson, Box 425, Placerville, Ca. 95667. 916-622-6120. Reg. No. 1451595. 9-1.

FOR SALE: DRAFTING TABLES solid oak by Hamilton Mfg. 3'8" x 7' drawers 7/8 storage \$75. Office desks 34" x 5' \$40. A. L. Croia, 442 Bird St., Yuba City, Ca. 95991. Phone 742-0090. Reg. No. 0707305. 9-1.

TWO 2-BR HOMES, shoe bldg., born, 60 almond trees, fruit trees, new deep well, irrigated. Near schools & town. 4 acres w/out Heraldo cattle, tractor & equip. W. Coppler, 4043 Santa Fe, Riverfork, Ca. 95367. Phone 869-1598. Reg. No. 911132. 9-1.

BOAT, GLASSPAC 17 FT TRI-HULL. 75 HP elec. start. H.D. 11th trailer \$1,500 or best offer. Less Rigas, 6896 Brighton Dr., Dublin, Ca. 94566. Ph. 828-8494. Reg. No. 0894946. 9-1.

CORNER LOT, APPROX. 1/2 ACRE in Redding, Ca. paved streets, all util., can be divided. Hunt & fish, no smog. Also 2 other bldg. sites. Call 658-6539 after 5 p.m. Oakland. Reg. No. 085537. 9-1.

GRADALL FOR SALE. Extra misc sized buckets, auger. Make offer. 61 Ford Falcon. 2-dr auto trans., new paint, seat-covers, brks & tires. Bob Jordan, P.O. Box 273, Elk Grove, Ca. Ph. 816-383-1076. Reg. No. 0586548. 9-1.

SPARTAN IMPERIAL MANSION. 8'x45', beautiful, like new interior, cust. draped, shag carpeted, stainless kitchen, dbl. dr. fr., freezer, Ideal mfn. home. \$4,500. 916-796-3174. Reg. No. 0899286. 9-1.

CAT 12 BLADE, 8T SERIES, sliding mow bd, compol motor overhaul \$8,000. Also 5 acres walnuts, well, pump, elec. Beau. bldg. mobile home site \$12,500. L. Everett, 1457 Fourth St., Red Bluff, Ca. 95080. Reg. No. 033328. 9-1.

WANTED: CHALLENGER UNIVERSAL B LINE TRENCHER or J 26 or B.D. 92 Cleveland, R. D. Lorraine, 7 West Laurel Ave., Porterville, Ca. 93257. Phone 209-784-6179. Reg. No. 321258. 9-1.

FOR SALE: ESTABLISHED DRAINAGE SERVICE (20 yrs.) 1/2 vd. 614 unit drag-line, backhoe clam attach.: 1953 Auto-car 262 Cummings 2-axle; 1950 La-Crosse low bed 2-ox. 24-ton cap. \$14,000. Retiring Jan. 72. E. D. Roberts, Dial 885-2557 Auburn, Ri. 1. Box 71, New-castle, Ca. 95658. Reg. No. 0418452. 9-1.

FOR SALE: LOT AT PINE MOUNTAIN LAKE, Groveland, Ca. Water, electricity, paved roads, \$8,000. We will finance. E. L. Finwick, Box 63 B. Pena Blanca, N.M. 87041. Reg. No. 0931022. 9-1.

FOR SALE: RETIREMENT HOME nr Oroville Lake & town 2 BR, one bath, air cond., covered patio, fenced vd. w/w liv. rm. Write 120 Crane, Oroville, Ca., phone 916-533-9580. Reg. No. 0579362. 9-1.

FOR SALE: 1964 VALIANT \$125. Fabulous view lot Incline Village. Call 514-751-4111. Reg. No. 1166655. 9-1.



JOB STEWARDS APPOINTED

Week Ending August 20, 1971	Name	Agent	Week Ending September 3, 1971	Name	Agent
Dist. 03	Harold E. Cooper	Dick Bell	Dist. 20	Victor Sontine	B. Hovenhill
40	Phillip E. Douglas	John Smith	90	John Clivella	M. Kravnick
60	Wallace E. Haggard	John Smith	90	Arthur K. Davidson	M. Kravnick
12	Howard Bushnell	George Morgan	90	John Loveis	M. Kravnick
12	Charles Hymn	George Morgan	90	Gerrit Niver	M. Kravnick

Week Ending August 27, 1971	Name	Agent	Week Ending August 27, 1971	Name	Agent
Dist. 20	Michael P. Dorrough	D. Kinchloe	Dist. 20	Robert E. Armstrong	John Norris
20	Sol Perez	John Norris	12	Robert Galvez	W. Lassiter
20	Charles Williams	Tom Carter	12	Frank English	G. Morgan
			06	Bernardo Florendo	Mike Pope

SAFETY COMMITTEE APPOINTED

Week Ending August 13, 1971	Name	Agent	Week Ending August 27, 1971	Name	Agent
Dist. 80	William E. Powell	Reph Wilson	Dist. 20	John Collins	John Norris
Week Ending August 20, 1971			40	Dellis Johnson	H. Huston
Dist. 60	Jose Guerrero	John Smith	60	Charles D. Miller	H. Huston
60	Howard Taggart	John Smith	Week Ending September 3, 1971		
12	Foun Wilden	G. Morgan	Dist. 12	Karo Carter	Geo. Morgan

More Personals . . .

(Continued from Cols. 1 & 2)

SAN JOSE

Our thanks to the following Brothers for their blood donations: Daniel L. Crow, Kenneth W. Bolton, and Robert E. Sandow.

We would like to wish a speedy recovery to the following Brothers: Chris Dooley, who has torn

Gains Senate Approval

\$10 Million GI Construction

By CLAUDE ODOM, BOB MERRIOTT and HAROLD SMITH

The United States Senate has approved more than \$10 million in military construction for San Joaquin Valley installations. Included is \$4.7 million for Lemoore Naval Air Station and \$5.7 million for Castle Air Force base at Merced.

The Lemoore City Council is clearing the way for the main construction of a \$1.2 million municipal water system

expected to start the latter part of August. By resolution, the Council awarded a contract for \$935,000 to W. M. Lyles Company for three phases which will complete construction of the complete water system.

The Coalinga City Council has voted to accept the revised bid of The Martin Company of Coalinga, in the amount of \$211,016 for construction of the downtown improvement project, now tentatively referred to as the Coalinga Shopping Plaza. The amount of the approved bid is \$50,090 less than the bid of \$261,106 which The Martin Company, the only bidder submitted at the bid opening July 29.

Elsewhere in the valley, The Martin Company of Coalinga was low bidder at \$62,135 to

construct a mile of new two-lane roadway for Route 180 between Newmark Avenue and Lone Tree Channel a mile west of Centerville.

The Flintkote Company of Modesto was low bidder at \$52,224 to widen about a half-mile of two-lane Route 140 to provide left turn lanes in the Planada vicinity.

The Matich Corp. is finished with the concrete paving on their Interstate 5 project, but they have from two to three months work left on the shoulders and median. Their Batch Plant is still setting at Rulley Avenue due to the Teamster strike.

Madonna Construction has eight engineers working on their job in Porterville. They have two backhoes now and two pipe-laying crews to speed the work up.

The Fresno Redevelopment Agency has awarded a \$473,847 contract for construction of underground utilities to the W. M. Lyles Company of Fresno. The work will involve installation of water and sewer system, storm drainage line, underground telephone and electrical facilities in an area bounded by Church, Fairview, California and Junice Avenues.

The Fresno City Council has accepted a bid by The Martin Company of \$329,547 to rebuild two taxiways, at the Fresno Air Terminal.

A & K Construction was awarded a contract for \$707,754 to put in approximately 66,000 feet of six, eight, ten and twelve inch sewer line in Moroa and Griffith Avenues in North Fresno.

Carl J. Limata was awarded a contract of \$99,411 to widen Thorne Avenue in West Fresno.

Staton Biggs of Fresno is low bidder at \$91,656 to construct turnouts along Route 140 leading to Yosemite National Park.

Credit Union Notes

"They're Lying to You!"

By JAMES "Red" IVY
Credit Union Treasurer

"They're lying over the phone. They're lying across a desk. And their lies are hurting credit unions."

Those who are doing the "lying" are lenders—finance companies, banks, auto dealers, and others—who comply with the full disclosure of interest law on paper, but misinterpret the facts orally, by telephone or in person.

A man comes into an auto dealers and when he asks interest rate being charged, the salesman tells him 6½ per cent, or whatever it is. By the time he gets to signing a contract the guy is thinking 6½ per cent. Sure, he signs the required disclosure statement that his actual Annual Percentage Rate is about 12 per cent, but by this time he's thinking about the new car, and that "6½ per cent" rate, and he's not looking for complications.

Now the credit union makes a lot of new car loans and our rates are quite competitive, but how does our honest Annual Percentage Rate sound to the guy whose been told "6½ per cent" orally? How many good auto loans have we missed out on, and how many car buyers have been misled into paying higher interest rates than ours?

What bothers me the most about all this is that credit unions fought for truth-in-lending, and now they are the ones being hurt by these guys putting out phony information. They are being hurt for telling the truth.

The federal Consumer Credit Protection Act, the so-called truth-in-lending law, requires lenders to fully disclose the cost of credit being granted, based on an Annual Percentage Rate (APR) on the loan contract. The law does not, of course, force the borrower to read the statement or understand what it says, nor does it force the lender to encourage the borrower to read and understand.

It is up to the borrower himself to take advantage of a law that was passed for his benefit, but this can be complicated by the fact that the law does not cover anything the lender or salesman may say orally.

Many lenders, are taking advantage of this situation, giving false or at best incomplete information over the phone or across a desk or counter.

Credit unions fought for truth-in-lending all the way, but the fact is that truth-in-lending is not effective at the point of importance, if the lender is determined to confuse the issue with false or misleading oral statements.

Plainly, there is no law against lenders quoting other than APR rates orally; the truth-in-lending law does not cover it. In a recent letter of opinion in answer to an inquiry about such oral statements, a member of the truth-in-lending staff of the Federal Reserve Board said: "While this practice does not appear to constitute a violation of truth-in-lending, we agree that it is undesirable . . ."

We believe legislation covering oral as well as written full disclosure of the cost of credit is not only desirable, but possible. However, until the time such legislation is passed, we intend to do everything we can to make our members aware of APR in all financial transactions.

We intend to do this even though we are accused of repetition. If we don't, we are going to lose out to these other guys with their doubletalk and our members will be the real losers.



Claude Odom



James "Red" Ivy

1971 MEETINGS SCHEDULE

SEMI-ANNUAL MEETINGS COMPLETED
DISTRICT & SUB-DISTRICT MEETINGS

SEPTEMBER

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

OCTOBER

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

NOVEMBER

- 1 Fresno, Mon., 8 p.m.
- 4 Watsonville, Thurs., 8 p.m.
- 9 Stockton, Tues., 8 p.m.
- 11 Oakland, Thurs., 8 p.m.
- 16 Sacramento, Tues., 8 p.m.
- 17 San Francisco, Wed., 8 p.m.

DECEMBER

- 3 Ogden, Fri., 8 p.m.
- 4 Reno, Sat., 8 p.m.
- 9 Santa Rosa, Thurs., 8 p.m.

DISTRICT AND SUB-DISTRICT MEETING PLACES

San Francisco, Engineers Bldg. 474 Valencia St.
Eureka, Engineers Bldg., 2806 Broadway.
Redding, Engineers Bldg., 100 Lake Blvd.
Oroville, Prospectors Village, Oroville Dam Blvd.
Honolulu, IBEW Hall, 2305 S. Beretania Street.
Hilo, Kapiolani School, 966 Kilauea Ave.
San Jose, Labor Temple, 2102 Almaden Rd.
Stockton, Engineers Bldg., 2626 N. California.
Oakland, Labor Temple, Miller's Hall, 23rd & Valdez.

Sacramento, CEL&T Bldg., 2525 Stockton Blvd.
Fresno, Engineers Bldg., 3121 E. Olive St.
Ukiah, Labor Temple, State Street.
Salt Lake City, 1958 W. No. Temple.
Reno, 124 West Taylor.
Marysville, Elks Hall, 920-D Street.
Watsonville, Veterans Memorial Bldg., 215 Third.
Santa Rosa, Engineers Bldg., 3900 Mayette.
Provo, 165 West 1st North.
Ogden, Teamsters Hall, 2538 Washington Blvd.

(PAID ADVERTISEMENT)

IF YOU ARE FINANCING A
New Car • Mobile Home • Boat
Airplane • Tractor
or just plain
NEED MONEY
SEE YOUR CREDIT UNION
The Interest Dollars You
Save Will Be Your Own.

CREDIT UNION

478 Valencia Street
San Francisco, Calif.
Phone: 431-5885

FRINGE BENEFIT SERVICE CENTER

474 Valencia Street
San Francisco, Calif. 94103
Phone: 431-1568

IMPORTANT

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

REG. NO.
LOCAL UNION NO.
SOC. SECURITY NO.
NAME
NEW ADDRESS
CITY
STATE ZIP

Clip and mail to Engineers News, 474 Valencia St., S.F. 94103
Incomplete forms will not be processed



More Creek

(Cont. from Page 13)

(Continued from Page 13)
tractors' bids on the project. The leaks are caused by water impounded by the 200 foot high dam forcing its way through porous lava and gravel deposits in the dam's north abutment.

The repairs will consist of stripping the seepage areas on the downstream face of the abutment and packing crushed rock or gravel over the leakages to prevent the loss of more fine material due to the washing action of the escaping water. The repair of the leaks is part of a \$346,932 deficit budget the flood control district has developed for this year.

Shasta Lake facility bid—RHC Associates Construction Co., Inc., of Redding submitted an apparent low bid Monday for construction of a boat launching facility at Jones Valley on Shasta Lake. One of eight bidders, RHC turned in a bid of \$248,100 to build the facility which is to include a four lane ramp, water and sanitation facilities and a paved parking area for 170 cars. The project will be financed entirely with state money under the State Department of Ocean Development and Navigation. Completion date is set for February 1972. Most of the work will be done in December, when the lake

water level is low.

Two Cottonwood dams proposed—Rep. Harold T. "Blizz" Johnson will be in Redding to discuss the proposed \$173 million Cottonwood Creek dam project with the City and County officials, the press and others interested. An engineer from the U.S. Army Corps of Engineers will accompany him. The huge water conservation project to build two dams west of Cottonwood already is authorized by Congress for appropriations up to \$40 million. An estimated 1,800 people, two-thirds of the current population of Cottonwood, are expected to be drawn to the north state by the project. The Army Corps of Engineers, which would run the project, estimates 600 additional housing units will be required.

Work in progress—Gordon H. Ball Co., Inc., is going full bore on their Hwy 5 job in Weed. They have around 60 Engineers working on the job and are going on a two-shift basis.

Hughes & Ladd Co., Inc., are working a two-shift operation on their Hwy 5 job at Lakehead and are planning to top it out late this fall.

E. J. Colley Constr. Inc., is topping out the Cal-Pines job in Alturas for Shirley Brothers,

Inc.

J. F. Shea Company Inc., opened up on Unit No. 5 at Lake Shastina out of Weed. This job may well prove to be the biggest and best job to break in this area in several years.

Siemens Contracting, Inc., has just about finished the Lake Shastina Golf Course but have picked up the landscaping contract on the Lassen Junior College in Susanville and will be there the rest of the year.

Lange Brothers, Inc., is still plugging away at the mud and rock on their Hwy 89 job near Pondosa.

Jim Byrne Gen. Eng. Contractor was the low bidder on the Bieber sewer job and is progressing according to plan.

Remember to be safety conscious. An average of fifty-five men die in industrial accidents every day. Don't become a statistic.

Sincerest condolences to the wife and family of Brother Richard (Dick) Harlson who passed away July 31, 1971; cause of death was a heart attack. Dick was a long time, loyal member of Local 3A and was considered a competent, conscientious and hard working hand. He will be sorely missed by those who knew him.