

Clem Is Named to Key Labor Manpower Group

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Incumbent Ticket Sweeps Local Election

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Will Assist Labor, HEW Craft Effort

Al Clem, recently reelected to an unprecedented fifth term as Business Manager of the world's largest heavy equipment operators' local union, Operating Engineers Local Union No. 3, has been appointed by Secretary of Labor, James D. Hodgson as labor representative on the Western States regional Manpower Advisory Committee.

In making the appointment Secretary Hodgson pointed out, "Al Clem is one of the most highly respected labor leaders in the nation and his past contributions in the areas of manpower development and training in his own union and his support of programs of the Department of Labor and those of other unions is well established."

The Western States Regional Manpower Advisory serves a region of the country consisting of American Samoa, Arizona, California, Guam, Hawaii, Nevada and the Trust Territory of the Pacific Islands, and has had a prominent role in formulating and guiding the manpower development and training program for this important region of the nation. Jurisdiction of Operating Engineers Local Union No. 3 includes Northern California, Hawaii Northern Nevada, Utah, Guam and the Mid-Pacific Islands. The union presently has in excess of 35,000 members.

In accepting the appointment Clem, who is also Sixth Vice President of the International Union of Operating Engineers, AFL-CIO, said, "I will be proud to be of service to the Department of Labor and HEW not only out of my great respect for Jim Hodgson, who I feel has made a real contribution to union manpower and training programs, but because it is vital that all craft unions participate in programs that will put skilled men on the job who can give a day's work for a day's pay. Only through the combined efforts of labor and management in partnership with the government can we hope to provide skills for the jobs and jobs for the skilled."

Local Union 3 was one of the first unions to participate in a program for upgrading craftsmen in the construction industry and was also the originator and a vital force in the recently signed California Plan, a plan that is expected to replace the controversial Philadelphia Plan with a program of state-union-industry participation in minority recruiting and job placement efforts within the framework of Department of Labor guidelines.

The Western State Regional Manpower Advisory Committee was established in the Department of Labor in 1967 pursuant to Section 205 of the Manpower Development and Training Act of 1962 to advise the Secretary of Labor relative to the carrying out of his duties under the Act. At the request of the Secretary of Health, Education and Welfare, the Committee also makes recommendations to him.

See LABOR APPOINTMENT Page 16

"Serving the men who move the earth!"

ENGINEERS NEWS

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



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

Vol. 31—No. 9

SAN FRANCISCO, CALIFORNIA

September 1972

Local 3 Officers Installed



INSTALLATION CEREMONIES in scenes above put the final official stamp of the recent Operating Engineers Local Union No. 3 election that saw all of the incumbents returned to office with a healthy 79% of the ballots cast. Member participation was the highest in the history of Local Union 3 as 14,831 valid ballots were recorded. In the top photo James J. Twombly prepares to administer the oath of office as the twenty-seven elected of-

ficers stand behind him. Second photo shows part of the large crowd in attendance, while the third photo shows officers taking the oath of office. Final photo is a closeup of Brother Twombly and officers taking the oath of office. Last minute court efforts on the part of one of the losers and his attorney to halt the installation were thrown out of the courts.

★ ★ ★

Biggest Vote Returns Top Leadership

By KEN ERWIN,
Managing Editor

Recording-Corresponding Secretary T. J. "Tom" Stapleton has announced that the members of Operating Engineers Local 3 have re-elected the incumbent officers to serve the membership another 3 years.

The election Committee has declared the incumbents re-elected in accordance with the certified tabulation of election ballots submitted by the nationally known firm of Certified Public Accountants, Price Waterhouse & Co.

To the Election Committee of
Operating Engineers Local Union
No. 3

474 Valencia Street
San Francisco, California 94103

Dear Sirs:

We have completed our count of the ballots cast by members of the Operating Engineers Local Union No. 3 in the August 1972 election of Officers and District Executive Board Members of Operating Engineers Local Union No. 3. The procedures followed in connection with the mailing, receipt and counting of the ballots were in accordance with the applicable provisions of Article XIII(C) Section 1 of the By-Laws of Operating Engineers Local Union No. 3.

Pursuant to Article XIII(C) Section 5 of the Local Union No. 3 By-Laws, T. J. Stapleton, Recording-Corresponding Secretary, cast one (1) ballot for each unopposed candidate in the election of Officers and District Executive Board Members.

The total number of ballots received and those ballots determined to be invalid because of the absence of the member's signature on the return envelope, or because the ballot was otherwise irregular are indicated on the accompanying tabulation.

All ballots received from Hawaii (District No. 17) and Guam, totaling 1651 and 273, respectively, were challenged by a candidate. In accordance with the instructions of the Election Committee all of the ballots received from Hawaii were counted and are included in the accompanying tabulation; the challenged ballots received from Guam were not counted because they were not sufficient in number to affect the results of the election.

In our opinion, the accompanying tabulation accurately presents the results of the election.

Yours very truly,
PRICE WATERHOUSE & CO.

Operating Engineers Local Union No. 3 results of election of officers and district executive board members, August 1972, election of officers.

OPPOSED CANDIDATES

Office/Candidate	Number of Votes
Business Manager	
Al Clem (incumbent)	7,568
Norris Casey	6,661
Recording-Corresponding Secretary	
T. J. "Tom" Stapleton (incumbent)	9,570
Rex F. Stanbery	4,455
Treasurer	
Don R. Kinchloe	9,001
Ed Brooks	3,642
Martin E. (Marty) Coopender	1,203

See ELECTION TALLY Page 3

Congratulatory Messages Pour in Following Election of Union Leaders



Collectively Speaking with Al Clem

As you know, your *Engineers News* is arriving at a later date than usual, due to the fact that we wanted to give you the election returns and also, we had some problems as to whether or not we would be installed. It was finally resolved by the courts. In addition to participation in the election we have had a very busy month in many other fields.

As usual, the job of Business Manager is a demanding one, of which we enjoy every moment, however, our problems are many and complex, and as time goes on it seems they become more complicated and more demanding every day.

However, we are fortunate in having the support of the membership from their day to day advice, also keeping us informed as to their problems so that we may be able to help them in their hour of need.

As Local 3 is affiliated with the State AFL-CIO, I was fortunate in being able to attend the Convention in Los Angeles, where many resolutions were discussed. Under the guidance of John Henning, Executive Secretary-Treasurer of the California State Federation of Labor and President Al Gruen, they did a masterful job.

I was also fortunate in being able to attend the quarterly meetings in Sacramento, San Francisco and Fresno, at which time I was able to visit with the brothers and listen to their suggestions as to how to improve our organization.

Many of you will be receiving a questionnaire in a few days by mail and we hope that you take enough interest in your Union to fill it out and return it to this office as quickly as possible.

Throughout the years Local 3 has been well known as one of the most democratic organizations in the labor movement. Not only myself, but the rest of the officers are gratified to receive the thoughts of the members on certain problems which have to do with the welfare of not only the membership but their families as well. It is only by conducting these polls from time to time that we can hope to keep informed as to the thinking of all the membership. We get a reading from the district meetings, but these meetings, up to this time, have been rather poorly attended. We are hopeful that in the future more of the membership will be able to attend such meetings, where we can communicate with you and tell you of the workings of your Union.

One of our many problems has been that of the difference of opinion between the Nevada AGC dealing with the Administration of the Apprenticeship Program, which we hope has been resolved to the satisfaction of everyone.

During the past month we were in Washington, D.C., attending the General Executive Board Meeting and we find that while we are a large local Union, our problems do not seem any more complex than some of those in the smaller local Unions throughout United States and Canada.

Brother Newell J. Carman, who was supervisor of Local 3 at one time and who went from here to become Secretary Treasurer of the International Union, has resigned effective October 1, 1972. We wish Brother Carman and his wife good health and happiness in his retirement. He is moving back to California and I am sure many of the members will be seeing him around from time to time.

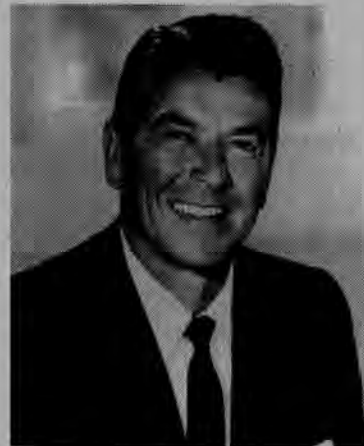
Brother Jay Turner, Local 77 of Washington, D.C., Second Vice President, was elected by the Board to fill the unexpired term of Brother Carman. Brother Bob Fox of Local 501, Los Angeles was elected to fill the unexpired term of Brother Turner. All of the Vice Presidents moved ahead one step, which makes myself now the sixth Vice President of your International Union. I do not consider this an honor only for myself, but for Local 3.

While in Washington, the General Executive Board and other members of the International who were in attendance were addressed by the Secretary of Labor, James Hodgson and the Attorney General Richard Kleindeinst. In my opinion this designates that our International is well represented in Washington when men of this stature take time out from their busy schedule to address groups such as ours.

Brother Dale Marr and Fran Walker accompanied me to this General Executive Board Meeting. Brother Marr was

See MORE COLLECTIVELY SPEAKING on Page 3

(Ed's Note: So many congratulatory messages on behalf of the Business Manager and Officers were received following the recently concluded Local Union No. 3 Election that it would be impossible to print all of them in the *Engineers News*, so we have selected a cross section, however, we do wish to thank all who offered congratulations, verbal and by message.)



RONALD REAGAN
Governor, California

Dear Al,

My warmest congratulations to you and all members of your administration on your election victory. Your re-election to an unprecedented fifth term as Business Manager of Operating Engineers International Local No. 3, AFL-CIO, demonstrates the resounding confidence and respect the membership of the world's largest local construction union have for you, both as a person and as an administrator.

I share their sentiments and wish you continued success and good health. Ronald Reagan, Governor.



FRANK HANLEY
Asst. to General President

August 28, 1972

Mr. Al Clem
IUOE Local No. 3
474 Valencia Street
San Francisco, California 94103

Dear Sir and Brother:

Congratulations on your well-earned re-election to the office of Business Manager of Local Union No. 3. It proves, once again, that hard work and dedication do have their rewards.

Please accept my best wishes for continued success and well being. With very kind personal regards, I am Fraternally yours, Frank Hanley, Assistant to the General President.
lbr

Dear Al,

Congratulations on your re-election as Business Manager of Local 3, for the fifth time. I know you will continue doing a great job. Roger Boas.

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JOSEPH L. ALIOTO
Mayor, San Francisco

Dear Al,

Heartiest congratulations on your re-election as Business Manager. The confidence of your membership in returning you to another term underscores the outstanding job you've done for Local 3. With every best wish and success, Joseph L. Alioto, Mayor.



JOHN F. HENNING
Executive Sec.-Treasurer
State Labor Federation

August 31, 1972

Mr. Al Clem, Business Manager
Operating Engineers No. 3
474 Valencia Street
San Francisco, California 94103

Dear Al:

I was pleased to hear, upon my return from the Ninth Convention, California Labor Federation, AFL-CIO, in Los Angeles, that you were re-elected by the members of Operating Engineers Local 3.

I extend my warmest congratulations to you on your victory.

With best wishes and kindest personal regards, I am Fraternally yours, John F. Henning, Executive Secretary-Treasurer.

JFH: bcb
ope-3-afl-cio (31)

Dear Al,

Heartiest congratulations on your election to an unprecedented fifth term as Business Manager. Best regards and good wishes for the future. Ron Pelosi.



J. C. TURNER
International Vice President

Dear Al,

Congratulations to you and your team on a well deserved victory. Best wishes. J. C. Turner, 2nd Vice President IUOE.



STEPHEN J. LESLIE
International Vice President

Dear Al,

Congratulations on the re-election of you and your team to head Local 3 for now and the future. Stephen J. Leslie Local 25 IUOE.



LEO T. MCCARTHY
Assemblyman, California

Dear Al,

Congratulations on your well-deserved re-election. You ably lead a fine union. Warmest regards. Leo T. McCarthy.

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AL CLEM.....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



JAMES S. LEE
President, Calif. Bldg. & Construction Trades Council

Dear Al,
Congratulations on your re-election. May your tenure in office be a long and successful one. James S. Lee President State Building & Construction Trades Council of Calif.



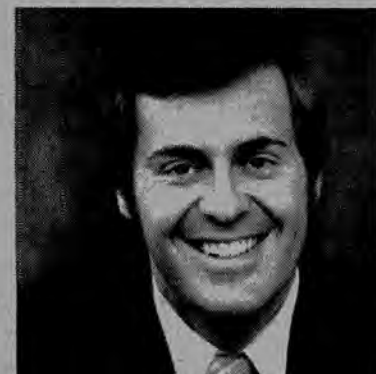
LOUIS J. PAPAN
Supervisor, Daly City, Ca.

Dear Al,
My heartiest congratulations on your re-election as Business Manager of Local 3. I look forward to working with you as a member of the State Legislature for many years to come. Best regards to you and your administration. Louis J. Papan.



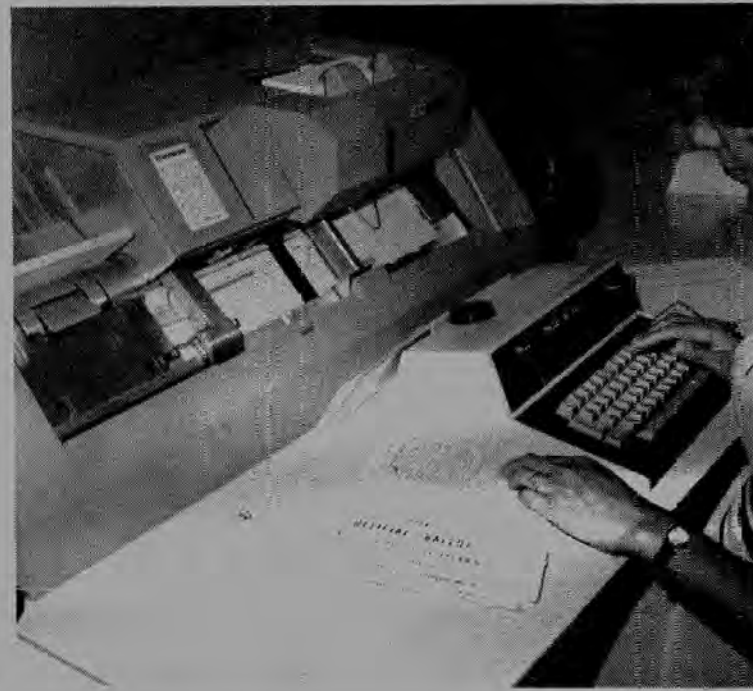
ERNEST LACOSTE
Assemblyman, California

Dear Al,
I would like to extend my warmest congratulations to you on your re-election as Business Manager. I know that your re-election demonstrates a high degree of confidence that your men have in the job that you are doing. It also insures a continued excellent relationship between myself and the Operating Engineers. I would also appreciate your extending my congratulations to all the members of your administration on their re-election. I hope to see you in the near future. Warmest regards. Ernest LaCoste, Assemblyman, 30th Assembly District, Modesto.



BARRY KEENE
Democratic Assembly Nominee

Dear Al,
Congratulations on your recent victory and re-election as Business Manager. I look forward to meeting and working with you both during the campaign and afterwards in Sacramento. Cordially, Barry Keene.



Election Tally

(Continued from Page 1)

Number of ballots received 14,831
Number of ballots determined to be invalid 262

OPPOSED CANDIDATES

District/Candidates	Number of Votes
District No. 1:	
Gil Hager (incumbent)	594
Russel D. Halero	313
Herb Nefstead	92
	999

Number of ballots determined to be invalid 10

Number of ballots received 1,009

District No. 7:	
Larry Sackett	270
Joseph C. Ames (incumbent)	229
	499

Number of ballots determined to be invalid 3

Number of ballots received 502

District No. 12:	
Kay Leishman	517
Don Strate (incumbent)	512
	1,029

Number of ballots determined to be invalid 2

Number of ballots received 1,031



ANATOMY of an Election shows ballots arriving; distribution of ballots to Price Waterhouse for verification; ballots are carefully checked for validation; keypunched for computer; first printout draws crowd and Brother and Mrs. Gil Hager check his count in E-Board election returns.

UNOPPOSED CANDIDATES

Office/Candidate	Paul Edgecombe (incumbent)
President	Dale Marr (incumbent)
Vice President	A. J. "Buck" Hope (incumbent)
Financial Secretary	Tom Bills (incumbent)
Trustees	Harold J. Lewis (incumbent)
	F. O. "Fran" Walker (incumbent)
Auditors	Ray Cooper (incumbent)
	Harold Huston (incumbent)
	Walter M. Talbot (incumbent)
Conductor	Claude Odom (incumbent)
Guard	Bill Relerford (incumbent)
District /Candidate	
District No. 2	Ted N. Mason (incumbent)
District No. 3	Merle W. Istell (incumbent)
District No. 4	Don C. Dillon (incumbent)
District No. 5	A. E. "Jack" Lofton (incumbent)
District No. 6	Jack W. Slace (incumbent)
District No. 8	Kenneth E. Fowersmith (incumbent)
District No. 9	B. D. Miller
District No. 10	Garth A. Patterson (incumbent)
District No. 11	Ed Jones (incumbent)
District No. 17	Shoichi (Mala) Tamashiro

More Collectively Speaking

(Continued from Page 2)

there with representatives from the AGC and EGCA and the Union, to discuss a very important subject, that is, the retention of our hiring hall regulations as they are now written.

Brother Walker was arranging reciprocity agreements with the other local Unions throughout the United States so that the membership of our Union when they retire will be able to get all the benefits that are due them.

I need not tell you that we are having troubled times in this country. We have the ecologists and environmentalists who are trying to stop a considerable amount of work. We have people who want to do away with the hiring halls. These are some of the problems that we have from the outside. In addition, we have many phony experts from inside the labor movement who would like to lead the members astray. So, as one who has been around for many years, I would ask you before making a decision, let us take counsel with ourselves and see whether you like a back slapper or someone knowledgeable and let us not be fooled by phony promises.

I would like to take this opportunity to welcome aboard the new members of the Executive Board who were elected: Larry Sackett, Redding—Dick Miller, San Jose—Kay Leishman, Utah—Shoichi Tamashiro—Honolulu. These new members attended their first Executive Board meeting on September 15, 1972.

At the same time there was a Business Agents' meeting held, at which time we discussed various problems which were of vital interest to the Union.

In reviewing the numbers on the out of work list, we find that the number is declining, not as rapidly as we would like to see it, but at least it seems as if it has turned around. God knows we have tried to get the jobs started.

I would again like to say that when a meeting is held in your area where there are decisions to be made, let us make every effort to cooperate with the Business Agents and District Representatives to attend, for this means not only progress for this Union, but job opportunities for many of the members in the Union.

As far as environmentalists are concerned, I repeat again, that we are all interested in clean environment, but not at the expense of a lot of people being thrown out of work. We stand ready and willing to work with any group which may be trying to resolve any problems facing us, for we know that today there are many important problems facing America.

So, as all good Americans, we want to work together to try and resolve these as quickly as possible.

Daniel Boone Land Clears Early Hurdles

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

By **ROBERT E. MAYFIELD**, District Representative
Fess Parker Land to Begin Sometime in Near Future???

Fess Parker of movie stardom has made the paper several times lately and appears to have cleared many of the hurdles that would let construction begin in the near future on his playland project. The exact size and amount

of money for construction to be spent isn't known, however, all funds are supposed to be entirely from private sources. Fess Parker Land would be for the entertainment of the general public and would be similar to Disneyland. Most of us have been to Disneyland and enjoyed the entertainment immensely. However, for now, the real important thing to this area of course would be the many jobs provided in constructing such a large project, which are certainly needed by all crafts. This project would be located in the City of Santa Clara directly off Highway 101.

Located in the same general geographical area is a new proposed college, and the project seems to be gaining a great deal of momentum for its construction. The state of California has gotten into the act for the two above attractions and have given a top priority for a new on and off ramp plus road improvements to Highway 101 to support these proposals. The bids will be let right away and should be under actual construction before the rain of this year.

Business Representative, Jack Curtis, and myself recently attended a pre-job conference with the Peter Kiewit Marine Division for a job they were low bidder on in the amount of \$1,250,000. It will be located at Moss Landing and the land portion of this job will go on a single shift and the water portion of it will be on a three shift basis. Construction will last approximately six months and will update the

Kaiser Refractory disposal systems.

The long talked about and last remaining section of Highway 680 on the eastern section of San Jose was finally let. Milburn Const. of Riverside, Calif. was the successful low bidder for just under \$7 million. This company came in with a low bid and nosed out a host of local contractors who have access to permanent concrete plants, hot plants, materials and aggregate pits. It makes you wonder how they can do it and make a profit, which all companies must do if they are going to stay in business. By the time this writing reaches the press, we should have held a pre-job conference and have some men working on this project.

Freeman-Sondgroth picked up the Highway 85 job near Lawrence Expressway in Sunnyvale for about \$2.5 million. This company badly needed a job locally, as a large part of that iron and work force has been in the Marin County area near Novato. No other details are on hand, since no pre-job conference has yet been held on this project.

Before closing, we would like to once more thank the many retirees and their wives and potential retirees who attended the annual old timers meeting for this area.

By **TOM CARTER**

The work in the area has picked up slightly since the concrete drivers strike has ended. Firms like A. J. Raich Paving, Leo Piazza, and Freeman-Sondgroth have most of their regular operators back to work on various projects throughout the area and the outlook is for much the same until the end of the season.

A low bid of a little under \$7 million for the last section of highway 680 between Alum Rock Ave. and Capitol Ave. was submitted by Milburn Const. Co. of Riverside, Calif. At this time we have not had a pre-job conference, but we hope this job will be started about the first of September.

Two of the sections of Interstate 680 are already in progress to the north and south of the newly bid project. All three jobs are set for completion in early 1974.

Together the three projects will close the existing gap in Interstate 280 and 680 between Highway 101 in San Jose and Calaveras Rd. in Milpitas.

A contract will be let this month by the State Highway Department for the modification of 280 West Valley Interchange located on the Guy F. Atkinson project in San Jose.

The modifications will consist of hinging the concrete slab bridge decks together so they support each other leaving enough space to permit expansion or contraction. A steel cable makes up the hinge that makes the bridge earthquake proof. Studies of the recent earthquake in Los Angeles has proved this type of construction will make a bridge earthquake proof.

By **ROBERT FLECKENSTEIN**

Equipment Dealers and Shops—Work in the area for the Equipment Dealers has picked up some. The Material Dealers are going full swing now that the concrete strike is over. The brothers are all back to work now and working some hours, which will help the pocket book after the time off due to the strike.

Granite's Hot Plant in San Jose is really going strong, with Barr Paving doing quite a bit of overlay for the City. They will have to work some Sundays because they can only close the streets on that day. Granite also has the chance to use their new concrete plant now that the strike is over and Don Chusman will have to go to work now, which won't be so bad with a completely automated plant.

Work in the Salinas area is going pretty good. There are a lot of small jobs going on in the way of apartment buildings and mobile home parks. Huntington Excavating out of Napa picked up a job on Reservation Rd. This job will put a few of the brothers to work and make our out of work list a bit smaller. Granite Const. is doing quite a bit of work all around the area. They have a pretty good sized job at the Monterey Airport putting in additional runway, with Jerry Blair pushing the job.

Had a pre-job the other day with E. T. Hathaway. They are putting in a big apartment house complex in Santa Cruz. This job went for \$2 million and will put a few brothers to work. There was quite a battle with the City and Bird Watchers over this job, but it was finally ok'd.

By **JACK CURTIS**

Work in the southern part of District 90 has picked up a little.

The underground and buildings work is the best it has ever been in Santa Cruz and Monterey Counties.

Annexation of the sand hills property west of Graham Hill Rd. in the Felton area to the City of Scotts Valley will be heard by the local agency formation commission Wednesday, August 16. The Sand Hills property, 300 acres between Cowell Redwood State Park and Roaring Camp, is presently owned by Cowell Foundation and is under option to developer Rene Deane. If this project is approved, it will consist of a championship golf course and up to 2,000 housing units on the property.

The Santa Cruz County Building and Trades will meet Sept. 14 with Mr. Don Fuels, who will be the manager of the Wilder Ranch Estates. The plans for this project have been approved and will consist of a city of its own. This will be built on 4,000 acres and the population of this city will be about 33,000. There will be 10,000 dwelling units. This project will be located off Highway 1 north of Santa Cruz. West Cliff Dr. will be extended to Baldwin Creek as a scenic route. Three roads will be coming off of the scenic route into an artery to imperial grade. This project will be built in phases and will take up to 30 years to be completed.

Brothers Bob Mayfield, Guy Jones, and myself had a pre-job meeting with Peter Kiewit & Sons Co. at Moss Landing. This \$1.25 million job will consist of 3,000 ft. of 31-inch C. D. pipe and piling to be driven. This job will last 6 months and employ 11 brother Engineers.

Madonna Const. has started on the approaches and off ramps on Highway 101 in Salinas.

We thank you Brother Engineers for the participation you have taken in Local No. 3 and the help you have given us.

By **JACK BULLARD**

Santa Clara County West of Highway 17, also Tech. Engineers and Testing and Inspection Members.

Checked out the G. J. Payne job in mid August. They were burning and trimming asphalt with an asphalt surface heater. Very dangerous area, Hwy. 17 going South from The Cats in Los Gatos. Pretty tight curve in a cut area, the double belly dump trucks, other trucks, and cars all funneling into one lane on short notice. Brothers Jack Morrison and Tom Ferguson work in the classification Surface Heaters, Group 6, IBM No. 7611. Marc Parenti runs the blade that wipes the heated asphalt off after being heated. Joe Earnest is foreman, has handled this specialty up here and down in Local No. 12.

Brother John Maher died in bed late Sunday night, August 13th. He joined Local No. 3 in Elko, worked out there and in Utah. Spike Casebolt was agent out in Utah in those days. Spike and John roomed together on occasion. We liked him, and we'll miss him.

Kaiser Permanente relations still rock along hot and cold. Jack Grogan is Steward for Quarry and Yard. He's been there since 1968, with previous service in '66. He worked at Union Carbide uranium mine in Lander, Wyoming, worked for J. B. Parsons on highways in Utah with Local No. 3. He's a good hand gentlemen, and brothers, let us give him full support. Jack replaces Johnnie Rodgers as steward. Johnnie got so mean Clem hired him as a business representative.

The Waldon loader works in both cement plant and yard, still causes problems. Then Jack Gro-

gan and Cal Ferrigno, cement plant Steward, work together on the beef. Johnnie Brown, Foil Plant Steward, is back from vacation, stepped into the same problems he left. We're preparing now for arbitration on the leadman problem. This problem also involves 4-Hi, where Earl Evansizer is Steward. Got a 7 cents raise on the No. 1 Mill, which is the workhorse of the three mills. They deserve it.

Had to settle a beef for Joe Castaneda in the Rock Plant—Bill Pellegrini stayed on top of it, also a run around problem for Bill himself.

Fred J. Early has the same hands on north side of Zanker Rd., San Jose Sewage Treatment Plant, Minnis and Wright doing Early's dirt work still. Engstrom-Nourse keeps steady work going on the south side of Zanker, same job, as does Elmer J. Freethy.

At the Freeman-Sondgroth Hot Plant, Steward Norm Bunting is crying the blues. Here we are in mid August, and asphalt demand is slowing down. One paving crew due for layoff imminently.

Freeman-Sondgroth got the contract on Hwy. 82 (the El Camino) between Lawrence Expressway and Hwy. 85. We hear Dan Lowry will superintend this. Involves widening, much relocation, median strip, etc. Job runs around \$2.5 million, due to start soon.

Brother Frank Ramirez is Freeman-Sondgroth shop foreman, under shop superintendent and Brother Guido Budelli. Both are proud of the work Brothers Gus Head and Bob Taylor did building the new oil truck. The truck is shop fabricated mostly, Gus designed and installed the plumbing, Bob did the electrical. It truly is a beauty, if a boot truck can ever be called that. Speaking of the shop, Danny Pribyl and Bill Anness aren't apprentices anymore. They are journeymen, and they are good journeymen. New apprentice out there is George Yapo.

We had a fine meeting of retired Local No. 3 hands on Thursday, August 10. Al Clem and other officers were present. After the meeting, ran into Clarence Gill, who ran the wobblewheel Austin Western blade for Granite's Monterey branch. We worked together, and he is a flat out first class finish blade man. Asked where he lived, he said on the Rogue River, in Oregon. Casually told me he got the notice of the retirees meeting and drove down for it, now he was going to drive back up! That's got to be a record for driving to a meeting. Call if it isn't, we'll print it.

At the San Francisco District No. 1 regular quarterly membership meeting on September 14th, Brothers Martin Casey and Henry Thompson were elected to serve on the District No. 1 Grievance Committee for the balance of two unexpired terms left vacant by resignations.

Standard Oil Bldg. Dirt Start Move

SAN FRANCISCO — Excavating work got underway recently on Standard Oil Co. of California's new \$18 million, 39-story office building on lower Market St., with the general contract due to be awarded sometime next spring, the company announced.

The 570,000-sq.-ft. structure will have the same type of exterior as Standard's adjoining building except for the addition of an arcaded ground floor with public shops.

Gov. Reagan Signs Historic New Bill Extending Pay Floor to Males

Governor Reagan this week signed landmark legislation extending California's \$1.65 an hour minimum wage to men.

The State AFL-CIO backed bill, AB 256 introduced by Assemblyman Charles Warren (D-Los Angeles), is one of the key measures sought by the California Labor Federation, AFL-CIO, to protect workers' rights from being wiped off the books by ratification of the women's Equal Rights Amendment to the U. S. Constitution.

John F. Henning, executive officer of the State AFL-CIO, congratulated Governor Reagan for signing the bill and said that it "corrects an historic injustice" in the state's minimum wage law.

"Governor Reagan deserves credit for recognizing the basic unfairness of a state minimum wage law that has for decades excluded men from its coverage," he said.

At the same time, Henning

pointed out that the Warren bill corrects only half the problem since it extends only the minimum wage to men, not the many provisions establishing minimal standard working conditions for women and minors that have been hammered into the State Labor Code since the State Federation of Labor won passage of the legislation creating the State Industrial Welfare Commission nearly 60 years ago during the administration of Hiram Johnson in 1913.

Henning said that legislation to extend working conditions coverage to men is contained in AB 1710, a State AFL-CIO-sponsored bill introduced by Assemblyman Willie L. Brown, Jr. (D-San Francisco).

AB 1710 won the approval of the Senate Industrial Relations Committee last July and has been re-referred to the Senate Finance Committee. No further action on the bill can be taken until the legislature reconvenes

November 8 following the November 7 general elections.

"Once both of these bills are signed into law, ratification of the Women's Equal Rights Amendment will have the wholehearted support of the State AFL-CIO," Henning said.

He pointed out that many professional women appear to be unaware of the importance of the state's protective labor laws to millions of California workers.

"They have clamored for immediate ratification of the ERA despite the fact that the Labor Federation and women trade unionists have repeatedly pointed out — and their own attorneys have acknowledged — that if the Equal Rights Amendment became law before state statutes relating to the minimum wage and minimal standards for working conditions were extended to men, the courts would be obliged to void all such laws on grounds they discriminated on the basis of sex," he said.

Everything Growing in San Rafael But Water Supplies

By AL HANSEN

ROUTE 101 — FREEMAN-SONDROTH and LEW JONES CONSTRUCTION COMPANY are performing the work on the Novato By-pass on Highway 101, a six-lane freeway more than 5 miles long, a total of \$15,000,000. The right-of-way has been purchased and all existing buildings removed. Construction got underway in April on the project, which will be completed in 1974.

Interchanges will be constructed at Rowland Boulevard, DeLong Avenue, and Atherton Avenue. A bridge will be built over Novato Creek.

The southerly two miles of the project consist of widening and upgrading the present four-lane highway on existing grade and alignment. The remaining 3.2 miles are on new alignment, bypassing the Novato business district on the east. This will eliminate the last three signalized intersections along the 90 miles of Route 101 in Marin and Sonoma Counties.

MASSMAN CONSTRUCTION COMPANY has completed about 60 percent of the project on Route 101 to widen the Richardson Bay Bridge from six to eight lanes. The bridge will be supported by prestressed concrete girders installed for this project, which will widen the bridge 25 feet on each side, to provide the additional lane in each direction plus shoulders and a wider median. The \$4,200,000 project, which also includes replacement landscaping, is expected to be completed by spring of 1973. Massman Construction, instead of dredging and barging with heavy equipment in the channel under the bridge which sometimes turns into mud flats, has used a pontooned platform, a floating causeway that stays steady and on an even keel. Sixty-three 5x10x40-ft. steel Flexi-floats, pinned together form a causeway 720 feet long from which piledriving and footing construction takes place. This method has caused the added benefits of less environmental damage, no traffic disruption and a cost ten percent lower than the state's estimate.

Linking with the Richardson Bay Bridge project is another which will add a north bound lane for a mile and a half on Route 101 from Spencer Avenue to the Richardson Bay Bridge. The entire roadway in both directions will be resurfaced for four miles from the Golden Gate Bridge to the Richardson Bay Bridge. Work was started in April and the low bidder was McGuire & Hester of Oakland at \$687,965.

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

A landscaping project started last year, including planting of ground cover, trees, shrubs and vines and installing irrigation equipment on Route 101 from Irwin Street in San Rafael to just north of North San Pedro Road, was completed the middle of July. A & J Shooter was the contractor on this \$77,000 project.

Teichert Construction Company has completed the construction of the new ramp and frontage road south of the Forbes Overhead, near San Rafael, on Route 101. The \$105,000 job will improve safety and traffic flow in the area.

Work was started the end of May on a traffic project on Route 101 in and near Novato, for

grooving about two miles of pavement from 0.3 miles north of Miller Creek Overcrossing to Ignacio Boulevard Overcrossing. The grooved pavement will reduce skidding during wet weather by providing greater traction between the pavement and vehicle tires. The project, costing approximately \$41,000 was awarded to C. W. Hatcher and is expected to be completed in August.

A slide removal project, including construction of metal crib walls and rock slope protection is now underway along various locations from Sir Francis Drake Boulevard in Larkspur to California Park Overhead in San Rafael. The construction contract was awarded to Future Construction Co. and work began early in July, with completion expected in September for the \$190,000 project.

Between the south junction of Route 1 with Panoramic Highway and approximately a half mile south of Stinson Beach, portions of Route 1 will be widened, resurfaced, and drainage improvements made. Design of the \$375,000 project is almost complete, and an advertising date is tentatively scheduled for the end of this year.

Work was started in April on a project to provide safer roadsides along Routes 17 and 101 by modifying the highway lighting systems in and near San Rafael and Novato.

These improvements are now under construction in various locations on Route 101, from the California Park Overhead to one-tenth mile north of the Ignacio Boulevard Overcrossing, and on Route 17 from one-tenth mile north of San Quentin Undercrossing on Route 101.

L. H. Leonardi Electrical Constructors were awarded the contract to reposition the light standards on breakaway bases that give way easily on impact and reduce the severity of accidents. These safety projects are expected to be completed this month.

A resurfacing job is planned that will level and repair west-bound lanes from Route 101 to Atherton Avenue, near Novato. Bids were to be opened on this \$220,000 project on August 2nd.

Design of the East Washington Street Interchange in Petaluma is completed. The \$1,300,000 project is now financed, and is expected to be advertised this coming fall. The existing structure will be demolished and a new four-lane overcrossing will be built in its place.

Design is completed for another project which will provide a four-lane overcrossing of Route 101 at Caulfield Lane in Petaluma. The structure will be built to enable the city to extend the street up to and beyond the freeway. The State's share of the project has been financed for approximately \$600,000. The City will contribute to the cost and provide the necessary right-of-way on either side of the freeway. A 1972 advertising date is tentatively planned.

NEW CIVIC CENTER DEVELOPMENT PLAN — A new proposal for development on a graded hillside east of Highway 101 and north of the Civic Center has been made for a six-story office building, a bank and restaurant on the hill just east of Terra Linda interchange, which has already been heavily graded.

See SAN RAFAEL, Page 11

Working Weather Keeps Things Moving Up in Northern Nevada

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

On July 28th, District No. 11 held an Old Timer's Meeting, with fifty-one retired members and some wives in attendance. Fran Walger and John Sweeney briefed them on new items and changes.

Northeastern Nevada has enjoyed about 2 months of good working weather. The Jack Parsons job on Pequoop Summit is still going full blast, and they have added a crusher, with another to be added in about 40 to 50 days. The job will keep about 40 brothers busy until the weather forces a shutdown.

The overlay job at Contact, Nevada will be completed by Robert Helms Co. the latter part of August. This has been a good job for several engineers, as they have been getting in a lot of hours.

Helms Construction has completed Elko East and they are in the finishing stages of completing Elko West. They have picked up a few small paving jobs in the Elko Area.

Max Riggs Construction has completed moving the dirt on Highway No. 51 at North Fork. They have moved their scrapers to Carlin Canyon to complete the dirt excavation on the two bridges. Hensel Phelps is moving right along with their bridge jobs, however, this job only employs one engineer at this time.

Peter Kiewit is in full swing at the Lamoille Canyon Road Job. This job is over 11 miles, and will keep quite a few brother engineers busy until the weather runs them out. A good percentage of the local brothers are working on this job. Claude Spencer is Superintendent, Bill Brown is dirt Superintendent, John Sellen has been appointed Job Steward, and Chuck Fletcher is Safetyman.

We are all looking forward to the overlay job at Emmigrant, to be let in August. This job will help fill the gap for brother engineers coming off the completed jobs in this area.

In the Reno area, Byars Construction has the bulk of the dirt moved and the slopes built on the Ring Road job and are now laying some gravel on the new ramps.

The Byars job at Pyramid Lake is going strong. They are running two shifts of 10 hours each, six days a week. This job will be a good one for about 20 brothers, as it should last the rest of the season.

J. F. Shea is working on Geiger Grade putting in some long overdue guard rails. There are 3 brother engineers on this job and the work is expected to continue through September.

Johnson Mapes is progressing along on their 12-story apartment building on Jones Street. Brothers Clarence Heacock and Wade Henderson are operating the two house elevators, and Western Crane & Rigging has a truck crane on the job.

Excavation work has started on Reno's new \$6.2 million El Dorado Hotel which will take up one city block on 4th & Virginia Streets. Demolition of previously existing buildings has been completed, and Byars is excavating.

Helms Construction has started their Highway 395 So. project and will probably have the traffic moving back to normal by press time.

Triangle Construction is coming along in good shape on the

new Union 76 Station at the corner of McCarran Blvd. and I-80. Raymond Vail's survey crew is doing a fine job on the layout work.

The new Gym at Stewart is being done by Alder Construction out of Utah. They are well underway with the site preparation and will be driving piling very shortly.

Duffel Construction has four brothers doing a fine job on a condominium project on Delucci Lane. This job should last the rest of the season.

The big Tracy Clark Power Station job is underway. At present Helms Construction is doing the site preparation, which should be completed in about 30 days.

New Jobs in Nevada — Lockheed Ship Builders & Constructors of Seattle has been awarded a \$8.7 million dollar contract by the Nevada Highway Dept. Carlin Canyon is the location and September 15th is the approximate starting date.

Robert L. Helms was awarded a \$355,000 contract on No. 395 to fill in the median ditch and install turn lanes. This is a long needed improvement.

Healy Tibbits of San Francisco has picked up a \$105,000 job from Incline Village G.I.D. for the installation of boat ramps and related site work at Incline Village.

Robert Helms was low bidder at \$1.9 million on Aug 17th on a State Highway project at Coal-dale. This job crosses the Local No. 3 to No. 12 border so a meeting with Local No. 12 representatives from Las Vegas to work out jurisdiction will most likely take place in the near future.

On August 17th Peter Kiewit & Sons were low bidder at \$1.3 million on an overlay project on immigrant summit just west of Carlin, Nevada.

Tahoe-Truckee Area: Work in the Tahoe Basin has dropped off this year, with the building boom moving over the hill into the Truckee area.

A. Teichert & Sons seem to have a monopoly on the larger projects. Between North Star, Tahoe-Donner, Devonshire, and the Rock Plants at Truckee, they are now working around 140 brother engineers. The work season is short in this area, but most jobs are going 10 to 12 hours a day, 6 days a week.

Sha-Neva Inc's Rock Plant just east of Truckee has been working 6 days, 11 hours per shift, with a very satisfied crew.

White S.M.R. has started work on a half-million dollar sewer job at Donner Lake this week. This starts where Fredrick & Sundt finished last year, and goes on around the lake.

Pacific Pipeline started a job for the Gas Co. on August 17th. Seven miles of 8-inch line from North Star on Highway No. 267 to Kings Beach, with three miles to go in Douglas County. They have two hoes working now, with four more on the way. About 12 brother engineers should find this a good job as they want to get done by Christmas and overtime looks like the only way. This work is covered by the National Pipeline Agreement and wage scales and working conditions are different than the AGC contract.

Highland Construction still has a small crew at Meeks Bay working on pump stations. They are finished at North Star and have a small crew on the beach at Lake Forrest.

Perata Construction has 10 operating engineers working on

various small jobs around Tahoe and Truckee. Pete has a real good crew and seems to keep things lined out where they all have steady work.

McKeon is just about finished at Lake Forrest and three good forklift operators will be back on the O.W.L. soon. This hasn't been a bad job, but only eight hours a day.

Continental Heller at State-line should have the tower crane in operation by press time, with talk of another elevator being installed in the near future. George Reed of Modesto has bought out Tahoe Asphalt & Paving South Shore, and moved in a larger hot plant. They are not getting the production they expected, but at the higher altitude, an oversized dryer might be the only answer.

Mining Industry News: Sunshine Mining Co., east of Contact, Nevada, is continuing their exploration work on the property they have recently acquired. It has been reported by Sunshine officials that there is a mineral deposit there, but it is too early to tell if it will develop into an ore body.

Union Carbide is drilling for tungsten in the Montello area. This property has been drilled by other companies.

Anaconda employees, starting the 1st of August, received their second year raise of a three-year contract. Also starting August 1st they receive vision care with their health and welfare insurance.

Carlin Gold employees have already shown interest in drafting a set of proposals for their next contract. With the price of gold increasing like it has been, they will be after a good wage and fringe benefit package.

Rumors have it that Cortez Gold will be shutting down in the next few months. The company has not confirmed or denied any such action, and they are still doing some exploration work.

GRIEVANCE COMMITTEE-MAN ELECTION

Recording - Corresponding Secretary T. J. "Tom" Stapleton has announced that as a Special Order of Business at the regular quarterly district membership meeting for the Redding District No. 7 members to be held on Wednesday, October 4, 1972, at 8:00 p.m., in the Engineers Building, 100 Lake Boulevard, Redding, there will be an election of a District No. 7 Grievance Committeeman to fill the balance of the unexpired term left vacant by the election of Larry Sackett to the office of District Executive Board Member.

PLEASE AID WITH ANSWERS TO SURVEY

That IBM card you recently received in the mail asking your opinion on a number of important issues should be filled out and on its way back to Local 3 by this time, however, if you didn't take the trouble please give it another thought or two as it will help your union leadership to make some very key decisions. This is your chance to put your opinion on record and see the results in the upcoming edition of your ENGINEERS NEWS. So, if you have not filed it in the circular file, fill it out and send it in, today!

City Planners OK Mountain Village Following Attorney's Eloquent Plea

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

Noticeable gains have been made on delayed projects in the Oakland area. With the help of our officers and active members we have been able to shake the grip of some radical ecologists on local government.

Through faithful attendance and participation in community affairs we have

been instrumental in the approval of Mountain Village in Oakland. Hopefully, approval of a section of Highway 92 in Hayward for the badly needed access roads for the quarries in Concord and Calyton will be given.

The completion of Highway 580 in Castro Valley has been delayed 3 to 4 years by a study to include a Bart corridor in the design.

Our efforts are starting to show progress and we have been able to meet many new friends in local government. We find for the most part, the city officials are glad to see labor show an interest in the many problems they now encounter. We urge all members to drop in at their next City Council Meeting and find out what is happening in your home town. We find it most rewarding and we are sure you will feel the same.

There is not too much activity around the Southern part of Alameda County except for the Rock, Sand and Gravel Plants. Most of these plants are on overtime, trying to make up for the time lost during the recent Teamster strike. All the brothers working at the three major companies in this area are welcoming a little overtime with open arms. Also Kaiser, Lone Star, and Rhodes & Jamieson have hired several extra Brothers since the return to work and probably will keep the extra men well into the winter season, trying to restock their yards.

We find Silva Pipeline projects scattered through the South end of the County. They have a drainage pipe job on Niles Blvd. just east of Highway 17, and in Union City from Union City Blvd. you can see the rigs in the middle of the field laying a sewer pipe from the sewage plant on Alvarado Blvd. At the plant Elmer J. Freethy is working on an addition to that Union City Plant.

Peter Kiewit is laying the two new concrete lanes in the center of Nimitz Freeway south of DeCoto Rd. The excavation for the lanes is at Stevenson Blvd. and both the crews are moving south. The end of the job is at Mission Blvd. next to the General Motors Plant.

Kelley Moore Company out of San Mateo has started a new 55-acre shopping center at DeCoto Rd. and Fremont Blvd. The plans are to develop one-half of the property and then the other half. Gem Construction Company is moving the dirt on that project.

Stretching throughout Fremont is a bicycle and foot path project. The City is letting this job in 3 parts. Two of these are being worked on now. The pathways are to be located on the banks of the Alameda Creek, from Niles through Fremont and into Union City. The project is estimated at \$900,000. The Maxdon Construc-

tion out of San Jose is working on the first and second stages. These should be ready in approximately 90 days. Later there will be creek side parks and riding stables built.

In downtown Fremont Fisk, Firenzie & McLean are paving portions of Fremont Blvd. and completion of this project will make the main street 4 lanes through town.

Although the Governor of California signed a bill for construction of a new Dumbarton bridge to replace the old one, there are groups in the area starting petitions to stop this much needed bridge. We ask our Brothers to help us in fighting some of these project stoppers, by attending special called meetings. If you hear of a meeting in your area, notify the Business Agent so he might attend and protect the interests of all the members and Local No. 3 as well.

Work in downtown Oakland is picking up considerably. There have been several multi-million dollar contracts let along the waterfront from the Port of Oakland along the estuary as far as Fruitvale Ave.

Williams & Burroughs just started on their project west of Jack London square. This is going to be a \$29,000,000 development consisting of restaurants, boat docks, etc.

Peter Kiewit still has a crew of 12 Brothers on their Seatrain wharf job and Duncanson-Harrelson is just west of there driving pile for a new dock.

Turner Construction, downtown, has started their new 8 million dollar office building. They have 6 Brothers on that job.

The work in Eastern Contra Costa County has slowed to a near halt due to the 7-week-old Teamster strike. The strike is over and the work has started back up but still not to our satisfaction. The new jobs being let are small in size. H. W. Hahne is getting started on the 4 million dollar Sears Bldg. in Antioch where Lee Construction out of Chadsworth have kept a few Brothers working. Gerald Baker is the Steward on that job.

Brother Vernon Hughes is the Steward for Fanfa-Mulloy at Discovery Bay, and Brother Leon Strubble the Safety Committeeman. There are about 25 Brothers working on that development.

Stanfield and Moody are doing the curb and gutter for the sidewalk work where they have about 10 Brothers working in that area. MGM Construction is putting in the underground.

The PG&E Stem Plant at Pittsburg is coming to a close fast. Brother George West is still on the elevator and 3 or 4 other Brothers are working around the plant.

The work picture in Central Contra Costa county is not good for this time of year.

Gallagher and Burk has started moving dirt on the Fairmont Drive extension job in San Leandro, but does not have a full spread going at this writing. Silva's Pipeline has just about finished up on this job.

Lee J. Immell has finished up on their paving jobs in Moraga and Lafayette, with only a few manholes and monuments to be brought to grade.

Work continues at the Watergate project in Emeryville, with O. C. Jones paving the parking areas, and Economy Garden Supply doing the landscaping.

Prodanovich, Inc. is putting in the underground at the latest unit of Rossmoor Leisure World in Walnut Creek.

Independent Const. Co. has

finished moving the dirt on their Campolindo tract job in Rheem, and J&M Pipeline is finishing up the underground.

Slavo-Rlgisich is keeping a small crew busy at the Villa Moraga job in Moraga.

Robert Rains Inc. out of Fairfield, Fanfa-Mulloy, and Hillside Drilling are on site at the latest unit of Hiller Highlands.

Polch-Benedict is down to one crane pouring concrete on their Highway 24 freeway job, but the backfill spread will fire up when the concrete work which was slowed by the transit-mix strike is caught up.

Survey work continues to hold up fairly well, with Bryan & Murphy in Walnut Creek and Riffe, Peters and Jones in Pleasant Hill being a couple of the busier firms.

By **ERNIE LOUIS**

MOUNTAIN VILLAGE, approved 5 to 1 by Oakland City Planners—The last of a 5-month series of public hearings and group study meetings ended in approval of the 685-acre development in the Oakland Hills. Opposition made up of people who consider they are the exceptions to live in the hills, launched the most subversive attack any major housing project has experienced in Oakland's history. After agreeing to all but 1 out of 42 conditions set out by themselves and the planning commission staff, the hill dwellers filed a strong last minute protest to the entire project.

Speaking in favor of the project was Steve Jamieson who presented a petition of several hundred members and friends of Local 3. Jamieson pointed out the need of middle income housing for the City of Oakland. He reflected the mass exodus of citizens to the suburbs in search of decent housing and environment for their families. He also reminded all present of the critical shortage of jobs for building tradesmen in the city. Denial of the plan with all the concessions and effort to provide quality housing with open space would discourage future development and investment within the city.

In this case, Ecology became a shield to hide the true bigotry and discriminative nature of the hill dwellers. One example is a woman who visioned herself as a "Joan of Arc" imprisoned by development around her secluded homestead. No consideration was made to the people who are imprisoned in downtown Oakland forcing many to leave for the suburbs. No consideration was made that this development included 440 acres of open space that her children plus many other middle income families could share at no extra cost. She did express delight when her children would return from an adventure in the currently undeveloped site with their discoveries in nature. She quoted exquisite phrases to reflect the wrong involved in destroying the handiwork of God under the blade of giant dozer, seemingly not wanting to recognize the very same thing happened in the construction of her present home.

The 5 to 1 vote was a result of active participation of Union and Management getting together and supporting a plan that is acceptable both to the economy and the environment. Local 3 does recognize the obligation we have to preserve our environment and felt that development of the 685 acres was inevitable. A plan including open space was in the best interest of Oakland. Whereas our "Joan of Arc" expressed the opposition's point of

Sharp Activities Spark Work Prospects in San Mateo Area

By **BILL RANEY** and **DICK BELL**

PACT FOR NEW PIER: Pacifica's new fishing pier and sewer outfall to the ocean in the city's Sharp Park area will be built by the Healy Tibbits Construction Company.

The bid was let Monday night for \$2,226,500 and necessitated the rescinding of an earlier resolution that had on June 12 conditionally awarded the contract to the Guy F. Atkinson Company.

However, two funding agencies, the State Water Resources Control Board and the Wildlife Conservation Board, both determined that the low responsive bidder was Healy Tibbits.

The Atkinson bid initially submitted contained a bid error and the firm said it didn't want a partial bid, rather a whole bid.

In addition, according to City Engineer Dwight French, the firm made a qualification that it would not be responsible for design errors.

PROJECT BID WON BY HASKINS: Awarding of a \$553,757.11 contract for improvements of Fassler Avenue in Pacifica has been interpreted by some as indirect approval of a civic center site, too.

Contract for the improvements, to be paid out of gas tax funds, went to Arthur (Buzz) Haskins of South San Francisco Monday night.

A related contract for soils testing was awarded to Joe Crosby and Associates. Payment will be according to a fee schedule not to exceed \$13,500, plus \$400 or four per cent of the actual total fee, whichever is larger to insure against liability for any possible "professional negligence."

Resident Jim Wagner questioned whether awarding of the contracts was not in fact also ending speculation as to where the future civic center will be located.

In order to improve Fassler Avenue it will be necessary to cut and fill. Extra fill is planned to be relocated on a seven acre site that landowner Ken Royce deeded to the city on the condition that the property would be used for a civic center site.

The gnawing concern, especially of those opposed to the Fassler Avenue site for a civic center, is that if this is not sanctioning a civic center then the city apparently is doing a free job of improving property for an independent landowner with the fill operation.

Wagner noted that a May 23 meeting of the council was held for the purpose of hiring a consultant to help locate and plan a civic center site.

He was told by Mayor Grace McCarthy that this meeting was only for the purpose of determining the physical characteristics of a new city hall, not where it should be built.

Wagner complained that the public has not been adequately informed. Mayor McCarthy countered that there have been

Council to voice our approval. numerous meetings on the subject.

Councilman Stan Farber said that it would be cheaper for the city to place the fill on the proposed civic center site rather than having to truck it to some other location.

He also noted that the acreage promised by Royce "does not have to be a city hall. It could be a library, a firestation or any other civic building."

Councilman Harland Minshew requested that a running tally be made of the cost of all soil tests done on the fill placed at the proposed civic center site.

COMMITTEE URGES 380 BAYSHORE EXTENSION: Continuation of Freeway Route 380 to Bayshore in 1974-75 are among the recommendations of the county's Greater Transportation Committee.

The recommendations, adopted by the commission last month, will, if endorsed by the Board of Supervisors this week, be presented to the California State Chamber of Commerce at its biennial public hearing on highway projects Sept. 27 at 3:30 p.m. in the Robin Hood Lodge, Half Moon Bay.

Recommendations of the Greater Transportation Committee:

Bayshore Freeway—Widen 6.5 miles between Whipple Avenue, Redwood City, and the Santa Clara County line to eight lanes; make special studies to correct congestion points at all interchanges, particularly as to widening the Broadway, Millbrae, Peninsula, and Marsh Road interchanges to four lanes; with Serra Freeway to the Cabrillo Highway in Pacifica.

Nineteenth Avenue Freeway—Construct a multi-lane freeway from Skyline Boulevard to Cabrillo Highway in Half Moon Bay, 5.2 miles, with provisions for bicycle lanes; construct a four-lane conventional highway, with provision for bicycles, from Ralston special attention attention to the proposed Hillside Boulevard-Butler Road interchange in South San Francisco.

Route 380—Proceed with final plans for right-of-way acquisition a construction of a multi-lane freeway from Bayshore to El Camino Real, including a San Bruno interchange and a main entrance to San Francisco International Airport; approve final plans and construct to freeway standards from Junipero Avenue to Cahill Ridge, two miles; improve the ultimate alignment project at the Bayshore interchange west of Foster City.

El Camino Real—Reconstruct to six-lane major city street standards from Arroyo Drive northward in South San Francisco.

Cabrillo Highway — Prepare final plans for widening to six lanes from Skyline Boulevard to Manor Drive; prepare final plans for construction to multi-lane freeway standards from one mile south of Sharp Park Road to Nineteenth Avenue Freeway; utilize scenic highway standards in any future planning for construction from Half Moon Bay to the Santa Cruz County line.

Skyline Boulevard — Prepare final plans and commence right-of-way acquisition for construction as a multi-lane arterial from Edgemar Freeway interchange to Junipero Serra Freeway, 4.9 miles; utilize scenic highway standards for future planning from Nineteenth Avenue Freeway to the Santa Cruz County line.

See SAN MATEO, Page 11

Apprentice Systems Notebook

By JACK H. McMANUS
Administrator



Jack McManus

Now that the election has passed, our sincerest congratulations to Mr. Al Clem and the administration, as well as our congratulations to the majorities of people who exercised their civic right in voting for that person they feel is best. We can look forward to more years of worthwhile leadership.

In our last issue in "Engineers News" and our discussion of Rancho Murieta Training Center, we outlined the basic eligibility rules of attendance at the training center.

We mentioned that if a Journeyman is attending Rancho Murieta his name remains on the out-of-work list and he may be eligible for unemployment insurance. Space did not permit us to explain the importance of remaining on the out-of-work list and the complete ease that you can be contacted and made available for any work opportunity presented. In the event that you have been called upon for an employment opportunity by your area Job Placement Center, a simple telephone call to Rancho Murieta will be made and people in turn at the training center will contact you wherever you may be on the training site and put you in telephone contact with your local Job Placement Center for your determination as to whether you want the job or not. The people at the training center have been most cooperative in doing this and they are delighted that a Journeyman has a job opportunity.

After checking in at the Administration Building at the training center and receiving further instructions, you will be assigned to one of the dormitories as well as dining cards and then you will be assigned to the appropriate instructor.

Sleeping facilities or dormitories are capable of accommodating 200 people in the four dorms, with two men assigned to a room. There are also facilities available for laundry purposes. The dining facilities are much superior to any resident training center we have ever seen inasmuch as Manning's, Inc. are the purveyors and their overall quality remains the same for their public or private cafeterias. There is a recreation hall available for your recreation after training hours and that building contains TV viewing area, lounge area, billiard tables and ping pong tables. These facilities are for your ease and comfort.

Most important of all are the people operating and manning the facilities and the only way to evaluate those people is to meet them and see them for yourself because we are certain that they are the finest to be found, the friendliest, the most cheerful and the most accommodating that we have ever seen.

Mechanical portions of Rancho Murieta Training Center include a Heavy Duty Repair shop of several bays and a complete welding shop with welding booths and a huge warehouse for spare parts, tires and supplies.

We could not at this time give you a formalized list of the equipment available for training at Rancho Murieta for it is constantly being added to; however, there are hydraulic back hoes, cranes, paddle wheel scrapers, loaders, dozers, blades, crushing plants and hot asphalt plant equipment and much more.

If you feel you are working enough hours each year that you do not need additional training you very probably can operate much of the above mentioned equipment. But, in the event you feel you need additional training, that equipment is there for your education and to maintain your place in the construction industry. Gentlemen: When you start your engine, remember the more you learn, the more you earn.

Young 1st Period Apprentice Killed in Work Accident

By HARLEY DAVIDSON,
Coordinator

The work picture has been very slow for the Apprentices, but since the Teamster's strike has been settled work has improved.

Four Apprentices have been advanced to Journeyman status, namely William Anness, Douglas Ross, Ronald Rossi and Daniel Pribyl. The Employers are keeping them on the jobs and they are doing a fine job.

It is with regret that we re-

port the death of Brother Don Hollis, Jr., an Apprentice in this 1st period of training. He was accidentally killed on the job, when he inadvertently stepped behind a piece of equipment that was in motion. Brother Hollis was doing a fine job with the Apprenticeship Program and had made arrangements to go to the Rancho Murieta Training Center for part of his training.

He leaves a sister, Carol Kiss, mother Marie Wagner and his father, Don Hollis, Sr.

Don't Report Excess Hours

By LOU JONES
Coordinator

Reports are coming in to the Oakland office that some apprentices are reporting hours in excess of requirements. As you have been informed, those excess hours receive no credit and are not counted toward your advancement to the next period. The Co-ordinators have the records with them at all times and an apprentice may check with them if they wish an audit of what hours are needed in any category. This should be done preferably after the 20th of any month, for by that time each Co-ordinator has received the most up to date reports from the I.B.M. dept. If you are in doubt as to where you stand on hours needed, leave a message at the Oakland office and an audit will be given to any apprentice working in the area served by the Oakland office. Apprentices are urged to keep copies of hours reported monthly so that we may track down the problem when there is a difference of opinion over our records as compared to theirs.

The Oakland district meeting for this quarter was held on August 17th and the attendance by apprentices was exceptional. We should like to commend those apprentices who were there on their interest in this great Union which one day will be administered by people from your ranks. To those who promise to attend and do not, I can only say that you can only get from this training program what you put into it.

There will be a Safety meeting in October for apprentices in the Oakland and Vallejo areas. You will be notified by mail. Be sure that we have your new address if any.

RMTC Key To Skills

By LOU BRADY

APPRENTICESHIP TRAINING IS ESSENTIAL—The Apprenticeship Training Program is one of the most effective ways to secure the skilled labor necessary to assure the Construction Industry of continued high quality Journeymen.

The Apprentice, if he is to become a qualified Journeyman, must comply with the rules and regulations set forth by the Apprenticeship Program. When in doubt, there is always the Ap-

Many Short Time Jobs Keep Apprentices' New Skills High

By HUGH BODAM

Marysville and R.M.T.C. — In the Marysville area we are managing to keep most of the indentured apprentices working, some on short time jobs. They are not on the out of work list too long before being dispatched to another job.

A couple of jobs, just starting up, should take some of our apprentices. Zurn Engineering on their canal job have two apprentices now and should be ready for another one soon.

Ball and Granite will be getting started on their section of the canal in the near future and will be needing journeymen and apprentices. This should help the out of work list and keep the apprentices busy for some time. The local contractors around the Marysville area are keeping their apprentices pretty steady and they are getting some good training.

We of the apprenticeship program wish to thank the journey-

men on the jobs for their help and consideration with these young fellows coming up for only from the experienced hand can the apprentices get the knowledge and proper training to learn the trade and the local union continue to furnish competent men to the employers.

To the apprentice we say pay attention and learn everything you can from each journeyman you work with. Also, watch your hours closely and return your card to the administration office on time and figure on attending the Training School at Rancho Murieta for each 1,000 hours of work. When you get close to the 1,000 hours in each period let your coordinator know and he will make arrangements for you to attend the Training School at Rancho Murieta. Although he watches all apprentices hours in his area, you should keep track. Also, it is important that you receive your related training as you progress in the field.

Bad Work Habits Could Cost Apprentices Job Opportunities

By ED MIDDLETON,
Coordinator

Santa Rosa, San Rafael and Vallejo areas.—Summer vacation is here and we have had an influx of apprentices looking for a quick job. They have read the advertisements for applicants in the local papers, and here they come. Then when they learn about our applicant waiting list, their enthusiasm stops. Consequently, only about thirty to forty per cent show for the entry test.

Now that we have reached compliance of the federal injunction it is a different matter of

apprenticeship Coordinator. Seeking his advice when there is a question or problem can eliminate needless problems later.

It is important for more Apprentices to sign up for training at Rancho Murieta. Each Apprentice, before advancing from period (1) one to period (2) two must spend time at the Training Camp. The rainy season seems to draw more Apprentices to the Training Camp and the school can only accommodate so many, so if you are an indentured Apprentice not working, take advantage of this valuable time now.

keeping these people. On the job, some have developed bad working habits, such as getting to work late or not showing up at all, so all of you apprentices had better take a good look at yourself and correct any bad working habits as this is a chance of a lifetime: take care of that job!

We have all of the indentured apprentices working, and have indentured forty from the waiting list so far this season. We are having very good cooperation from the contractors in these areas in training apprentices as they are moving them around so the apprentice is getting good experience in on-the-job training.

I am often asked by the good brothers how the apprentices are doing (past and present) and it is with great satisfaction—as I visit various jobs and see men who have gone through the apprenticeship program working as accomplished operators, master mechanics, foremen, superintendents and general superintendents—I feel that we can report with pride that the apprentice training has been very successful in providing well qualified journeymen and good union men.

Practice Makes Habit!

Safety Rules Could Save Your Life

By JACK H. McMANUS

Safety . . . you can talk about it, forget it; or you can talk about it and practice it.

One of our brothers did not practice safety; he, therefore, is no longer with us.

We can preach safety until we are blue in the face and no one remembers it.

The most dangerous situation apparently because several people have been killed

has been helping grade checking or working near heavy compaction equipment. Three apprentices have been killed while on the job by compacting equipment because they forgot basic safety rules. Don Hollis, a promising apprentice from San Jose, was involved in an accident with a piece of equipment, compacting equipment, and we will never know why it occurred.

We can only guess he may not have seen the machine. Or, too, that he may have slipped on a rock; or, that he may have become ill or dizzy.

Or even he may just have been plain scared and was "frozen." Whatever the reason, it creates a great deal of sadness—not only for family and friends—but for us in the industry. Not to be unkind nor seemingly hardhearted, I only wish that every apprentice and operator could see these accidents after they happen and maybe in that manner a little bit of safety would rub off.

Our sincerest condolences to the family of Don Hollis and our sincerest wish to those still in the industry that a lesson is learned.

JAS News

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Local 3 Instructors Teaching Job Corps Trainees in Utah

By JOHN THORNTON

Twenty corpsmen currently enrolled at the Weber Basin Job Corps are being trained by our International Union, Local No. 3 journeymen serving as instructors for this project are: Former Executive Board Member, George Farrell, George Frias, and working in the shop, Erv Porter.

The corpsmen have been working for some time on Antelope Island, in the Great Salt Lake, developing picnic areas, constructing parking facilities in the Bridger Bay area, and helping load fill material for trucks to haul onto the seven-mile causeway from Syracuse to the island. They have been working on the island since December and expect to continue work there until next summer. When they first arrived with equipment the gravel pit area resembled a bog.

One of the instructors reported

that the young men are so enthusiastic about learning how to operate the equipment that they often cut their lunch period to 15 minutes to get back on the job.

The corpsmen begin their actual field experience by riding in the "buddy seat" with one of the instructors to learn just how the equipment is operated. Then the student gets additional training with an experienced corpsman before he is allowed to assume control. As he gains experience, he is moved from flatland areas to more rugged terrain.

Ten boys report for on-the-job training each day, while the other ten are receiving classroom instruction. Each week, the corpsmen change places so all have an equal opportunity for field experience.

The training program requires 18 months to complete. Some graduates have been accepted into the Apprenticeship Training

Program as "Experienced Applicants" and some have gone into the Navy or Marines and have been assigned to the Seabees because of their construction knowhow.

When the Bridger Bay project is completed by the corpsmen, visitors will be able to drive their cars to within a few yards of the beach and use nearby picnic facilities. The community service project will benefit thousands of tourists who will visit the island in future years.

Reese Hammond, Director of Research and Education for the International Union, in Utah as Guest Speaker at the Utah State AFL-CIO Convention, was taken on a tour of the training site, classroom and shop facilities by Coordinator John Thornton. Mr. Hammond stated that he was well pleased with the training being offered to the corpsmen, the equipment and the instructors.

Scanning The System

By ART PENNEBAKER
Assistant Administrator

Step by step over a number of years the Tech Engineers of Local Union No. 3 have been building a system of Qualification and Education which takes into consideration both the skilled Technician already in the work pool and the neophyte just entering into the occupation of surveying.



Art Pennebaker

Through the participation of many members, the Collective Bargaining Agreement and the Apprenticeship Standards the concept of "A good day's work for a good day's pay" has become a reality, rather than just another cliché.

One of the biggest problems the Joint Apprenticeship Committee has been confronted with is the fact of the dispersal of Surveyors over large geographical areas. At the present time there are apprentices who cannot receive Related Training because the commute to the classroom one night a week is just too far. Even in the Metropolitan Bay Area there are many for whom the commute is not reasonable or even possible.

In order for the Joint Apprenticeship Committee to offer the advantages of Related Training to ALL Surveyor Apprentices in Northern California, the decision was made to move all Related Training Classes to Rancho Murieta Training Center.

The following will be mailed to all currently Registered Apprentices:

Northern California Surveyors Joint Apprenticeship Committee Policy

Related and supplemental instruction for Registered Apprentices shall be conducted at a training center designated by the Northern California Surveyors Joint Apprenticeship Committee. Advancement from period to period shall be subject to successful completion of the appropriate related and supplemental instruction.

1. It shall be mandatory that 1st through 4th period Registered Apprentices attend the designated training center for 80 hours each 1,000 hours of on the job work training.

2. Fifth through 8th period Registered Apprentices may attend the designated training center for 80 hours each 1,000 hours of on the job training. Successful completion of the related and supplemental instruction shall be determined, by appropriate tests, at the designated training center.

The Northern California Surveyors Joint Apprenticeship Committee has an obligation to provide Related Training on an equal basis to ALL Registered Apprentices in every part of Northern California.

In the past, local public school systems have been utilized for classroom instruction. In the past, only two school districts furnished this service and it meant unreasonable commute distances for many Apprentices living in the highly populated Bay Area and impossible commutes for all other Apprentices.

After careful evaluation, it was determined that a training center concept was the best solution to provide Quality instruction for all Registered Apprentices.

RANCHO MURIETA TRAINING CENTER has been designated by the Northern California Surveyors Joint Apprenticeship Committee as the Training Center. It is a live in facility a few miles from Sacramento.

Room, board and instruction are provided at no cost to the Registered Apprentice, Monday through Friday each week. There is a charge for workbooks which are for the personal use of each Apprentice. Textbooks are on loan from the library or may be purchased.

Only those Registered Apprentices specifically dispatched to RANCHO MURIETA TRAINING CENTER by the Job Placement Center are allowed to participate in the Apprenticeship classes.

At the convenience of the Registered Apprentice, but within the time limits provided, request a dispatch to RANCHO MURIETA TRAINING CENTER from the Job Placement Center servicing your area. The Dispatcher will direct you to the Center.

Take along your regular work clothes, your hard hat, if you have one, and your text and workbooks, if you have already purchased them.

If you are unemployed at the time of dispatch, you may be entitled to State Unemployment Benefits. Discuss it with your Dispatcher, he can tell you how to apply.

Fresno, Redding Apprentices Show Well on Most Spreads

By CLIFF MARTIN

We have 34 Apprentices in Redding area, 26 in Eureka area, and a number of Apprentices from other areas working in Redding area. R. Peacher, S. Vandervier and B. Lopez are from Marysville area. M. Hardley, W. Spates, L. Thibeaux and S. Flores are from San Francisco area. R. Rodrigues is from San Jose area and L. Thompson is from Eureka area.

D. Glasburn and L. Sturm from Redding have completed and now have attained Journeyman status. They have been retained by their employers. R. Pellitier from Eureka has completed the program while he was with E. Nally and was just recently dispatched to Granite as a crusher operator on their Blue Lake project.

We have rotated a number of

Apprentices for more diversified training. Sometimes an employer is reluctant to release an Apprentice for rotation but after it has been explained to him that the Apprentice has completed the work processes and that he as an employer can no longer provide him with proper training he can see the advantages of rotation. Many times we have heard employers say, "O.K., but I want that kid back on the next job." Without a doubt, the young fellow of today, in order to get ahead, must have a good attitude, a willingness to learn, be to work on time, work in a safe manner and help his fellow man.

By NICK CARLSON

Fresno Apprentices—The Ball Ball & Brosemar Co., have started on their five million dollar San Luis master drain job.

This job is in the Mendota-Firebaugh area. It is providing excellent training for some Fresno apprentices.

Fourth period apprentice, Larry Brewer, and third period apprentice, Ed Glass, are on their payroll.

Sukorth & Colson are subbing part of the dirt on this job. They have third period apprentice, Larry Daniels, and second period apprentice, Bill Splawn, working for them.

They presently have six scrapers, a No. 12 and a No. 16 blade, a Gunert canal trimmer, and a couple of cats working.

Down in the Coalinga area, Zurn Engineering Co., is winding up their two million dollar Coalinga Canal job. Fourth period apprentice, Don Hays, and first period apprentice, Benjamin Tate, are on this job.

Journeyman Skills Don't Come Easy, RMTC Can Help Most

By CLEM HOOVER

THE DAWNING OF REALISM FOR AN APPRENTICE—It is amusing to watch a new apprentice when it finally dawns on him that there is much more to the apprenticeship program than just getting a paycheck. It is really hard for them to visualize the unbelievable amount of things that a Journeyman Operating Engineer must know to skillfully pursue his craft. The ones who have had some exposure to Heavy Equipment are positive they are practically Journeymen until they see the enormous variety of equipment that an Operating Engineer is called upon to operate. When you mention the fact that they must attend Rancho Murieta before they obtain 1,000 hours of on the Job Training, you can see the thoughts going through their heads, "Boy, what a drag this is going to be," but they come back from Rancho Murieta with the same high praise that it is the greatest facility they ever hoped to attend. They are absolutely amazed that we have such a training center for them to ac-

quire their required related instruction instead of a dull classroom. I overheard one apprentice, who had just returned from there, telling one who will be going shortly, what a great place it is and that they had a 4½ foot man up there who really made the apprentice toe the mark, meaning the instructor, Bert Ferrarini. He said it doesn't do any good to try to give him a snow job, he has already heard them all. Yet, he was very pleased and proud that he had made 92 per cent and 94 per cent on his tests. I think this in itself tells the story of the type of people we have at Rancho Murieta and how well they teach the apprentice the things he should and wants to know. Keep up the good job, Bert, and that also applies to all the instructors who work with the apprentices at Rancho Murieta Training Center.

Environmentalists Stop Auburn Dam Project — The bird watchers are at it again.

The Auburn Dam Project which we were looking forward to starting was postponed again. This project would have created

many job opportunities for apprentices and applicants who have been waiting a long time to get started in the apprenticeship program. This same bunch of kooks also has a law suit filed against the New Melones Dam project. This would have made many job opportunities for apprentices and applicants. The part that never ceases to amaze me is the fact that these people are allowed by the courts to stop important, badly needed projects like these, on the theory that they are so interested in the environment. Yet these same people who use the area upstream from the New Melones project go into an area where there are no sanitary facilities and use the nearby bushes to dispose of their human waste and leave the area littered with waste paper, cans and bottles. I cannot believe that these people are truly interested in the environment, only in their selfish private pleasure.


Politicians are always screaming about the necessity to train people, yet they allow these projects to be halted, which could train thousands.

'New World' Development Due in Marysville

By HAROLD HUSTON, Auditor and District Representative
"BIG NEW TRACT FOR YUBA"

It seems as if Marysville District has a habit of setting records. In July we experienced the hottest number of days in the history of this area. With temperatures up to 117 degrees, the going was real tough for our brother engineers on the equipment. The weather man predicts this could be the driest year in the Yuba-Sutter area since 1939, when only 9.40 inches of rain fell in Marysville and Yuba City. The total now is 11.71 inches for the weather year which ends June 30th, more than 10 inches below the normal of 21.91 inches. Challenge Ranger Station has recorded only 42.64 inches of rain so far, compared to the 35-year average of 65.58 inches by the end of April and 68.57 inches for the weather year.

Harold Huston



Old timers meeting held in Oroville

OLD TIMERS MEETING HELD IN OROVILLE

Again we would like to express our appreciation to all the retired brother engineers and their lovely ladies who attended the meeting in Oroville last month. Those who were in attendance, approximately 175, were brought up to date on the many benefits available to them through the excellent leadership of our Business Manager and International Vice President Brother Al Clem and officers. We would like to give a personal invitation to every brother engineer and his family who is planning retirement in the near future, to come up and look our area over before you pick a place to settle and enjoy your retirement. We think our area has a lot to offer!

BIG NEW TRACT FOR YUBA
Rossmoor Development Com-

pany of Fremont, the developer of the well-known "Leisure World" retirement complexes, is planning a 528-unit single family home subdivision on a 120 acre parcel across from Yuba College.

The proposed subdivision will not be a retirement center, but will be open to all segments of the public, according to brother Gerald Davenport, Yuba County Planning Director.

The firm's vice-president said the company hopes to open a model home complex for the subdivision. The subdivision, to be called "New World," will feature two types of single family homes—a conventional single family unit and a special "villa" unit which connects two single family homes with a common garage wall.

The development's master plan also calls for the eventual construction of 270 apartments and a professional office center, according to Davenport. Davenport said the firm will request a change in zoning for the northern portion of the parcel to construct the "villa" homes. The firm is asking for an RM-4 (residential, multi-family, one unit per 4,000 square feet). In addition, the developers will ask for a modification of the RS-6 zone for their detached homes, to allow one unit per 5,500 square feet.

If the county planning commission goes along with these changes, Rossmoor would dedicate its 100 foot wide public utility easement to the county for use as a park with bicycle paths. The strip runs along the entire west side of the proposed subdivision, and would be landscaped by the developer.

Rossmoor will construct the subdivision in five stages, with the first stage consisting of 23 acres of single family detached homes. The two bedroom villa homes would sell for "around" \$18,000 and the three and four bedroom detached homes for about \$24,000.

The proposed subdivision is lo-

cated directly across from Yuba College, between Hamonton and North Beale Roads. According to the master plan, the developer intends to annex to the Linda County Water District for water and sewer services. A water well site has been included in the preliminary plans.

LAKE FRANCIS DAM STUDY SET

Yuba County supervisors, sitting as directors of the county water agency, authorized expenditure of about \$20,000 for preliminary studies of the soundness of Lake Francis Dam near Dobbins.

The study was ordered by the state after an earthquake cracked another small, earth fill dam in Southern California. The Lake Francis structure is one of 28 to be studied. If the preliminary study shows the need of further studies, the cost would be as high as \$75,000, according to Director of Public Works Donald Frost.

The money will be paid from operating revenues of the Bulards Bar Project hydroelectric power system, however, not from county tax funds. The preliminary study is expected to be completed in 60 days. It will be conducted by Thomas M. Leps, Inc., of Atherton.

YUBA WATER FUND APPLICATION OKAYED

The Sacramento Regional Area Planning commission approved a \$700,000 grant application by the Yuba County Water District for funds to construct a portion of the proposed New York Flat Dam. Meeting in Sacramento, the commission gave a favorable recommendation of the grant application to the U. S. Department of the Interior and to the Department of Housing and Urban Development.

The project, a 97 foot high, 880 foot long earth filled dam backing up 10,000 acre feet of water, is expected to be completed sometime before 1978, according to brother Tom Jernigan, manager of the water district.

Jernigan said the application is one of several attempts to find funding for the \$3.5 million project to be located on the New York Creek about one mile north of Brownsville. The application will now be reviewed by the Bureau of Reclamation then the Interior Department and HUD.

TRAFFIC SIGNALS BEING ADDED IN YUBA CITY

The Yuba City Council approved a plan to add traffic signals at five intersections in the city, all in the general area of the high school. The project, estimated at \$110,000, will be paid for out of two state road improvement grants totaling more than \$80,000 and from local gas tax receipts.

Through the use of connecting lines, the signals will be tied to a master control system allowing a car to pass through the lights without stopping once the car is in the proper sequence. Three of the signals are to be located at the intersections of Bridge Street and Clark Avenue and Bridge Street and Cooper Avenue.

Two additional signals will be located at B Street and Clark Avenue and Franklin and Clark Avenues. A sixth existing signal, presently located on Clark Avenue between B Street and Franklin Avenue, will also be tied into the master control system.

Plans for the project, which has been under study for several months by the city, now go to the state for approval. The state will review the plans, then turn them over to the federal government for additional review. Sometime

next April the state is expected to call for bids on the project.

DAM IMPACT STUDY REQUEST AUTHORIZED

Yuba County supervisors have authorized Marysville Planning Commissioner Frank Comarsh to "go ahead" and ask the University of California at Davis to make an impact study based on the effect of the construction of the proposed Marysville Dam. Comarsh told supervisors that he had talked to faculty members at Davis and they agreed to conduct the study as a community service at no cost to the county. Comarsh said that he had appeared before the Marysville City Council and had received their approval if the county board was willing to go along.

The U. S. Army Corps of Engineers, which will construct the dam on the Yuba River near Browns Valley if Congress appropriates funds, has said it has no authorization to conduct an economic impact study.

By DAN SENECHAL Business Representative

CONSTRUCTION, SHOPS AND PLANTS EAST OF FEATHER RIVER AND MOUNTAIN AREA—A Teichert and Son, of Yuba City are about to wind up their job at Gold Lake. The paving has been completed by Teichert's famous "Green Hornet" plant set up at Sulphur Creek. The Dutch Company of Sacramento is putting in guard rails from Highway 89 to the top of the hill at Gold Lake. This will be the final touch and will complete the project.

The Vahlco sub-division at Loyaltown is moving slow with Phase two and three being held up by lack of crushed material on the newly excavated roads. Robert C. Gebhardt, prime subcontractor on the project hopes to have a crusher and screening plant set up and in operation by mid-August. Large fires in Portola, Vinton and Chillico hills just west of the sub-division are also slowing down work on the project. All available equipment has been moved to the fire line where Local 3 brothers are busy fighting fires instead of building the sub-division.

Just south of Marysville the Baldwin-Dubach freeway is just about completed. The 5.6 miles of concrete freeway was turned loose to traffic August 14th.

By A. A. CELLINI, Business Representative

WEST SIDE—Zurn Engineers has started their project on the Tehama Colusa Canal. The canal will be 12½ miles long and will be concrete lined. There will be thirteen bridges and three major syphons. Moretrench American Corporation is doing the dewatering on the project. Westside Construction Company is doing the clearing and getting some of the detour work done ahead of Zurn's dirt crew.

The excavation on Stolte Inc. project in Chico is finished and Myron Drilling Company is drilling two shifts making starter holes for Willamette-Western to drive piles. Willamette-Western is also working two shifts.

Robert G. Fisher's seven-story building is about finished and Butte Creek Rock is doing the grading and paving around the building.

At the new Chico sewer plant, Teeples and Thatcher still has one crane crew. Job Steward C. Peter Visalli is the operator and Brother Bill Guest is oiling. On the same project Jasu Engineering has started to put in outfall lines and has two miles of pipelines from the new sewer plant to the Sacramento River, keeping three brothers busy.

Solano Link Due Soon

By AARON SMITH

Three State Highways Division projects underway will complete the Solano County link in a limited access super highway across Northern California and the Nevada State Line.

In process now is an \$11.5 million project converting Route 80 to eight lanes between Putah Creek and the Yolo County line, being constructed on a new alignment south of the present highway. Included is reconstruction of the Route 80-State Route 113 interchange near Dixon and converting Route 113 to four lanes. New structures will be built over Putah Creek and the Southern Pacific Railroad, and an interchange at Davis Road. The Davis Road interchange will include separation structures to provide for the safety of cyclists. This project is expected to be completed in late 1973.

\$1,794,991.80 was the low bid for conversion of a 2.5 mile section of four-lane I-80 to a six and eight-lane freeway between Pedrick Road and the Putah Creek Bridge, in the area of Dixon. Included is a frontage road on the north side of the freeway. Freeway construction will begin approximately at the interchange of the future Kidwell Road. A frontage road will also be constructed to the south of the freeway, to run the full length of the project, and an interchange for the new Kidwell Road and auxiliary lanes, between this structure and the eastern work limit will be built.

Third project in the link will be one under way east of Auburn in the Sierra foothills.

Scheduled to begin in December is a project to convert existing six-lane freeway sections to eight lanes through Fairfield and Vacaville. Median barriers will be built to prevent cross-median type accidents.

Another project in process is the \$4.2 million job covering the existing two-lane highway to a full four-lane freeway for a distance of ten miles, between the intersection of Interstate 80, near Vacaville, and the Yolo County line, scheduled for completion around mid-1974.

Turner Elected To S-T Post By Engineers

J. C. Turner of Washington, D.C., has been elected secretary-treasurer of the Operating Engineers and Robert H. Fox, Jr., of Los Angeles a vice president of the union, IUOE Pres. Hunter P. Wharton announced following a special meeting of the union's general executive board.

Turner succeeds Newell J. Carman, secretary-treasurer since 1964, who is retiring Oct. 1, and Fox will take Turner's place on the general executive board. Each must stand for election at the union's next general convention in 1976.

Formerly president of the Greater Washington Central Labor Council and the Washington Building & Construction Trades Council, Turner has been handling legislative matters for the Operating Engineers since last year, in addition to his vice presidential responsibilities.

Fox for the last five years has been business manager of Local 501 in Los Angeles, the largest stationary engineers' local in the union. For 15 years prior to that he was the local's business agent.

WHERE THE ACTION IS

By BILL GAINES
Director, Affirmative Action

With the advent of the great news of the past few days, it would appear to be in order that other important considerations be reviewed. Pertinent to the current consent decree

under which we are now operating, it is important that we realize that we have performed well. In my non-legal judgment, we are well within a legally defensible position at this point, and can well expect that our efforts will be recognized.

Without the almost day-to-day cooperation of all the California area offices, we would not have been able to manage the dispatch ratio as required by the Court. We hope to refine those percentage ratios still more before the September Court date.

The Dispatchers, as a group, on whose particular shoulders the new burden has fallen most heavily, have performed magnificently. This has occurred despite the necessity of new duties and constant changes in those duties.

In the Administrative Office, the Court impositions have occasioned a need for new IBM programs that will reflect on a current basis, the kind of information now necessary. With minor exceptions, these programs are now successfully operative and we should be able to proceed more and more efficiently as times goes by.

It is important that we maintain our general flexibility in view of possible changes yet to come, vis-a-vis the hoped for settlement of Court matters.

The Apprenticeship System Administrator and the Business Manager and Officers have, throughout, given evidence of awareness and consistency of foresight that is unparalleled. What with the probable developments in the national political picture, it is a cinch that this level and kind of broadbased experience and planning ability will be increasingly vital to us all.



Bill Gaines

No Major Projects in Sight For North Shore Construction

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

The Inner Harbor breakwater project at Crescent City no doubt will be awarded to the low bidder; Silberger Contractors, Inc., of Carlsbad, California, at \$966,740. Corps of Engineers estimate was \$1,306,776. Where they will obtain the rock and how it will be placed is unknown. More on this job next month.

The Crescent City Freeway was opened with dedication ceremonies on August 18th. Granite Construction Company has a little clean up work to do, but most of the equipment and operators will move on north to their Gasquet job and other small projects in the area.

Jim Johnson of Garberville has backhoes scattered all over Smith River on the new water system project. Because of the highly skilled backhoe operators he has on the payroll, this job should be completed ahead of schedule.

After a delay, waiting for a decision from the Del Norte County Planning Commission on a quarry site; the Eugene Lühr Company are now underway on the Klamath River Bank Protection job. It is possible that they will go to a two-shift operation.

In spite of the delays caused by heavy tourist traffic Madonna Construction Company is moving along well on the passing lanes on Highway 101 between Klamath and Crescent City.

W. Jaxon Baker has moved their equipment from the Big Lagoon job to their new Benbow project. Redwood Empire Aggregate will be paving on the Big Lagoon job. Redwood Empire Aggregate will also be doing the base rock and paving on the Fieldbrook to McKinleyville job.

W. Jaxon Baker, Inc., was low bidder at \$1,349,777 on a major highway project on U.S. 101 at Benbow. The project, running from 2.8 miles north of the Humboldt County line to .2 miles north of South Fork Eel River bridge, is the first of four planned to convert the present highway to full freeway from the Humboldt County line to 1 mile south of Benbow Inn.

The project will provide an interim relocation of two lanes of Hiway 101 traffic. Upon completion of this and subsequent projects Hiway 101 will be full freeway from Eureka to the County line. Gale Easley will be in charge for W. Jaxon Baker. Equipment is being moved onto this project.

At Rio Dell, Earl Nally has just about completed the approaches on the Lew Jones bridge project and has moved some of his rigs to Scotia where he is building a lumber storage yard for Pacific Lumber Company.

Lew Jones Company is still doing false work at the bridge site. A couple of cranes and a fork lift will be kept busy here until high water forces them off the river bar.

Kaiser Steel has moved out of Alderpoint as their portion of this project has been completed. They did a beautiful job of setting the girders under very difficult conditions, another tribute to the skills of the members of Local 3.

McKinleyville is a beehive of activity with over 3 million dol-

lars worth of underground work going on. David R. Wilkins & J&W Pipeline, Inc. J/V has the larger project and Glenn Shook the smaller contract. It appears that the two firms are engaged in some sort of competition as both are boasting of laying over 3,000 feet of pipe in a single shift. Once again the skills of Local 3 members play a vital part on both these projects.

The big dirt of the past three years is now a paving job. Granite Construction Company at Blue Lake is laying down plant mix at a fast and furious pace trying to beat not too distant rains. This job is over 13 miles long, so to get it paved this fall, even with the cooperation of the weather man will be quite an undertaking.

No major projects are in sight here on the North Coast. Some small storm damage repair projects will be let in the next four weeks. More on these in the next issue.

Next District meeting will be October 3rd at 8 p.m. We appreciate the fine attendance we have been having, but there are still a lot of old friendly familiar faces that we have missed seeing at these meetings.

Fire Hits Dry Creek

By RUSS SWANSON and BOB WAGNON

Fire Danger—The Redwood Empire's most recent fire problem on Dry Creek Road near Geyserville is under control, after having destroyed nine homes and fifteen farm buildings. Fortunately, no injuries were suffered by the 380 men on the fire line. The ground will become much dryer, so once again, **Be Careful.**

A run down on the work in the area.—Shellmaker is just finishing up on the dredge work at Noyo Harbor. Peter Kiewit is on the final stages of Highway 1 work near Westport. Jackson Baker is in the final stages on the Branscomb roadwork with Mendocino Aggregates (Vic Henry & Co.) to do the paving. Huntington Brothers near Piercy is moving right along on Highway work along with Lin Ford and George Carr on street work in Willits. Parnum Paving working at various locations near Ukiah; Joe LaMalfa working mainly in Hopland on a small dam; Piombo Construction working at Warm Springs Dam site on three million dollars worth of work which they recently received; Rodoni working on various sites of Dutcher Creek, Spring Creek and moving to Adobe road in Petaluma, Felcal with many jobs from St. Helena to Petaluma, (channels, subdivisions and road work).

Teichert is also scattered as above, and also continuing with work at Oakmont. Wattis Construction is finishing up on road work on 5th Street in Sonoma. Richards, subbing for Williams, is about to complete their work on Arnold Drive in Glen Ellen. Argonaut Construction, working on various jobs, the main one being near Fort Ross, on High-

See SANTA ROSA, Page 11

Port Dust Study Could Lead To Big Sacramento Port Plan

By RALPH WILSON, District Representative, AL DALTON, AL SWAN, MIKE WOMACK and BOB BLAGG, Business Agents

The federal pay board said recently that it will make no change in its general standard limiting wage increases to 5.5 per cent a year. "The Pay Board has completed a comprehensive review of the general wage and salary standard to determine whether any revision is indicated. The Board has concluded that it will make no change in the standard at this time. It will be reviewed again as additional data become available later in the year."

The Board said that even though the general wage guideline is 5.5 per cent, it has granted wages hikes averaging only 5 per cent overall since it went into business November 14. The Board said the wage trends are clearly helping to slow down inflation, and that the encouraging progress toward attainment of the stabilization goal has been aided greatly by the widespread cooperation of American labor and management. In a separate statement summing up its activities to date the board said that its own record and other economic indicators show it has been successful in reducing what it called inflationary increases. It said that the Labor Department figures covering some 50 million rank-and-file non-farm workers show an average annual rate of 5.2 per cent wage hikes from last December to July.

It also said that while wage rates have generally been held in line with the general pay standard, there is a favorable trend in workers' real earnings. However, the Board approved requested salary raises 7.7 per cent for California State University and college teachers and an 8.5 per cent boost for University of California teachers. The Board also approved California State teachers' request for an .8 increase in fringe benefits and the University of California teachers' 1.1 per cent fringe benefit request. A spokesman for the Board also said the 5.5 per cent guideline was overlooked in both cases because teachers had not had a legislative-approved raise in three years.

Commissioners of the Port of Sacramento Monday took the first step in what may become a \$1 million-plus program to clear the air around loading facilities. The Board also took the first formal step toward sale of \$7-150,000 in bonds for expansion of storage buildings and conveyors and bagging equipment. The air pollution action came after receipt of a study made by Kaiser Engineers of dust problems around the port. The report stated that a significant amount of dust is generated during loading of chemicals such as potash and alfalfa pellets.

The Commission authorized a design study for construction of a shed to cover the area where hopper railroad cars are dumped. Port Director Melvin Shore said that was the worst area now. The Commission also approved a general program which will include installation of 14 dust collectors throughout the cargo-handling areas, use of belt cleaners on the conveyors and use of hatches on ships being loaded. The bond issue ordinance was introduced and is scheduled for formal adop-

tion August 28. \$6 million would be used in a first-phase to build a new warehouse and bagging facility, effectively doubling the port's storage capacity. Also to be paid for out of those funds would be new conveyors which would open up a new segment of the dock to loading of bulk cargo. At present, ships loading such things as rice or wood chips at that point in the port must move under the one conveyor that can reach the ship. The rest of the bonds which would not be issued until the port had contracts in hand requiring use of the extra facilities. It would be for more conveyors and open storage areas for wood chips. The second series of bonds would be issued within five years of the first.

Work to clean up flood-devastated Isleton on the Delta continues into its second week with officials saying it will be a month before residents can move back. Clean-up operations by farmers and homeowners are being conducted by authority of the U. S. Army Corps of Engineers, however, they may not move back until the main sewer lines are cleaned. Isleton was evacuated and the treatment plant was knocked out after flood waters flooded Andrus and Brannan islands in June. Several Isleton shops and businesses have been opened to provide emergency services.

On the Woodland by-pass, C. K. Moseman is almost finished on the bridge work. J. W. Vickery has moved in to do the concrete work on the freeway. A. Teichert Company has their new 8000 lb. hot plant set up in the Woodland Rock Plant. E. E. Luthor Pump Company is having a busy summer and keeping a good size crew working.

Riolo Brothers are busy on a number of jobs. They are building new boat ramps at Discovery Park and Elkhorn. The proposed 25-acre industrial park in East Davis, which gained preliminary approval from the City Council, has now run into some opposition. The park was to be located next to the Hunt-Wesson Plant.

At Lincoln the members of Interpace Plant voted to end the strike and to accept the new contract. The strike was the first for the company since 1950. The company's offers were reported to be 25 cents an hour wage hike for the first year, 22 cents the second year and 23 cents the third year, with the third year open for reopening wage negotiations. Also included were several other economic benefits, including improvements in shift differential pay, sick leave, health and welfare and pension benefits.

In the Mountain Area.—Harold T. "Bizz" Johnson, our congressman in Washington, reports that work continues on what will be the world's largest concrete arch dam, the Auburn Dam on the north fork of the American River. Included in the project is a 2,300,000-acre foot reservoir which will store water for irrigation and recreational purposes and for municipal and industrial needs. Also included is the 40,000-acre foot county line reservoir pumping plants and pipelines to serve the area of El Dorado County. Congress has approved 24,159,000 million dollars for continued funding of the project, with a total estimated cost of \$551,385,000. The first water and hydroelectric power benefits should be realized by 1981. For several years the Bureau of Reclamation has been working on the Consumnes River Project for the multi-purpose development of that river, the pro-

posal consisting of three dams estimated to cost \$175,000,000 providing for the development and delivery of municipal water supplies to the central areas of the county flood control, increased economic opportunities, irrigation, recreation and the improvement of wildlife habitats. All of which would greatly aid El Dorado County.

Plans to build a piped water distributions system in the Pleasant Oak area have progressed with the approval of a \$10 million Bureau of Reclamation repayment contract with the El Dorado Irrigation District. The project includes a main trunk line and laterals through the newly a Pleasant Valley Oak Hill road area, which will connect with the original system. It will also increase the pipeline capacity of El Dorado Main No. 2 from Camino to Gold Hill north of Placerville. Some \$501,000 has been voted by Congress for the start of the Pleasant Oak Project. The 63,500 acre El Dorado Irrigation District has also developed plans for more than \$1 million worth of sewer projects during the next five years. Funds for the projects, including the Deer Creek Basin and the Gold Springs Projects will come from the water pollution control act which Congress is now trying to put in final form.

We're sure that by now the members out of work are tired of being told "this job is held up" or "that job hasn't been let," but at the risk of sounding like a broken record, the work picture is in bad shape.

In talking to various survey firms and tech members, who are still being laid off during what should be the peak of our construction season, it is evident that there is less and less wood being put in the ground and without "line & grade" the dirt spreads can't move. Have you asked yourselves what you personally can do to brighten the work scene, or are you "letting George do it?" Stop for a minute and think, are you registered to vote? Did you vote in the primary? Are you going to vote in the general election? Have you written to your legislators? Have you attended any political rallies? Have you attended any ecology meetings? This might sound like we're dumping it in your lap, but that is exactly where it is!!! Your business representatives and officers are constantly working for the members, but we have to have your support. We can't sign your name or vote for you. Remember one of John Kennedy's famous statements: "Ask not what your country (Union) can do for you, ask what you can do for your country (Union)."

We have voter registrars in the union offices and October 8th is the deadline to register.

The following bids have been recently let: C. P. McAuley, \$14,664 for construction of Goethe Park Water System. R. D. Watson, \$565,422 for Silver Fork Road const. Teichert Const., (1) \$374,141 and (2) \$152,925 for improvements to Bradshae Rd., Old Placerville Rd. and Routier Road and (2) for construction improvements to Lincoln Avenue from Manzanita Ave. to San Juan Avenue, R. J. Miles Co., \$20,171 to widen highway about 5.0 mi. E. of Grass Valley, Glen Hall Const., \$24,896 for Orangevale Community Park Water Mains, Phase I. \$12,180,000 to Granite Construction for Highway 5.



Ray Cooper



Ralph Wilson



Russ Swanson

New Melones Dam Environment Report In; Bids Due Shortly

By WALTER M. TALBOT,
AL McNAMARA and
BOB SHEFFIELD

The Army Corps of Engineers has submitted a final environmental statement on New Melones Dam and lake, clearing the way for construction of the main dam structure.



The call for bids on the dam has been advertised and October 10th has been set for bid openings. Extended public hearings on the environmental statement delayed the bid dates by four and a half months. Despite the expressed concern of the Corps over environmental impact of the project, a conservationist group, the Environmental Defense Fund, has filed suit in Federal Court to stop construction. No court action has been taken yet that would alter the dam building timetable. The new dam will be 625 feet high and 1,560 feet across the top. It will hold 2.4 million acre feet of water and will be the second highest earth-fill dam in the United States, topped only by Oroville Dam, also in California.

Teichert Constr. was low bidder on the reconstruction of Corral Hollow, Linne Road and streets in Banta for \$247,701. Stanfield & Moody for Tracy was successful bidder at \$219,756 for reconstruction of Gawne Road from Pariposa Road to Van Allen in San Joaquin County. Bids will be opened September 6th for the widening of Highway 120 near Manteca with a budget allocation of \$860,000. Numerous contracts under 100,000 have been bid and awarded to R. Gould & Son, S. M. McGaw, Teichert Constr., Claude Wood Co. and Stanfield & Moody that provide somewhat steady employment for the brother Engineers employed by these contractors. W. H. Ebert, Spartan Corp. of San Jose was awarded a contract by the New Jerusalem Drainage District for construction of a collector line approximately 6 miles southeast of Tracy.

The Westside Freeway still dead ends at Hammer Lane north of Stockton with no word as to when the Coast Guard's environmental study will be completed, to permit further construction of Interstate 5. It appears that four sloughs that terminate east of the proposed freeway are being studied for navigational possibilities.

By BOB SHEFFIELD

The work picture is still slow in the Modesto area. Polich-Benedict was recently low bidder on the widening of the narrow El Vista Bridge across Dry Creek which was approximately one-half million dollars for the approach and widening of the bridge. Polich & Benedict's other job, which is the Turlock Bypass seems to be running ahead of their schedule. They expect to finish the bulk of the dirt sometime in September.

There are several smaller contracts being awarded in this area. Shield's Construction was low bidder on Rumble Road from McHenry Avenue to Coffee Road at \$44,065. Lee White Paving was also the low bidder on Rose Avenue at \$102,000. Raymus Construction is finishing their work at Pine Mountain Lake near Groveland and moving to Riverbank where they

have a contract for approximately \$300,000 with the City of Riverbank to install sewer and water lines. This job should last three to four months.

San Mateo

(Continued from Page 6)

380 GETS SUPPORT: The County Board of Supervisors yesterday voted 4-0 to support a Greater Transportation Committee recommendation on highway construction which included a specific proposal that Portola Freeway 380 be built to the Coastside.

Councilman Harland Minshew urged supervisor endorsement of the committee's annual report at the meeting. The recommendation goes to the state Chamber of Commerce which compiles proposals and presents them to the State Highway Commission for the fiscal year 1974-75.

Earlier, the Greater Transportation Committee of San Mateo County voted 15-1 in favor of the entire package, including the extension of 380 to Pacifica. The freeway 380 recommendation holds an "A" or top priority status in the report.

San Rafael

(Continued from Page 5)

The development would be largely invisible from the Civic Center because of mounds and hills, although portions of it could be seen from some parts of the Civic Center parking lot, nestled into the already heavily graded site.

Traffic has slowed down on Highway 101 near the Greenbrae interchange, due to a slide removal project—which is causing short delays at the Sir Francis Drake Boulevard exit from 10 a.m. to 3 p.m.

A combination of hillside and waterfront houses, townhouses and condominium apartments is the latest plan of John E. Kenney for his 700 acres in the Black Point area of Novato. The new plan calls for 2,300 housing units on hillsides and on keys on the flood plain which would be inundated with five feet of water to create a vast lagoon.

Exec Board Names New Gold Carders

On August 12, 1972, the Executive Board approved honorary memberships for the following:

Claude Ozella, Reg. No. 242-920, initiated March 1937 by Local 59.

Richard Pence, Reg. No. 235-693, initiated August 1936 by Local 45.

Arlen C. Beebe, Reg. No. 218705, Member of Local 59, June 7, 1937.

Alex Hotel, Reg. No. 250383, initiated by Local 59, July 1937.

Leonard Smith, Reg. No. 0250384, initiated July 1937.

Louis Lombardi, Reg. No. 234419, initiated by Local 210 in July 1936.

William Rotar, Reg. No. 188-273, initiated by Local 45 in December 1928.

Leonard Gulden, Reg. No. 253983, initiated by Local 59 on September 13, 1937.

Utah Work Stays Full Bore As Big Jobs Hit High Gear

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

Work in Central and Southern Utah is at the peak of employment and is expected to stay at this pace until the snow flies. Most of the major jobs are shift work at long hours.



Tom Bills

S. A. Healy Construction have started the mole on the Layout Tunnel. All the Brother Engineers who were working on the other tunnel crew are now working on the new project. The batch plant is set up at Currant Creek. The contractor has started the lining operation. Both tunnel crews are working a three-shift operation and expect to remain at this level of employment until the road leading into the job is closed. L. G. Everist is still crushing material for the tunnel. However, this is only a one-shift operation. Jerico-Highland Construction have completed most of their work at the tunnel project and have moved their equipment to other jobs. However, this employer still has work to do on the Currant Creek and Layout Tunnels and will return to complete it.

Burgess Construction at the Soldiers Creek Dam is still working two shifts on the dirt spread and this high level of employment will last as far into the season as possible. The Dam is taking shape and although there is a lot of equipment moving on the jobsite, the volume of dirt is still very high production. The tunnel work is almost completed.

Strong Construction at Strawberry has a lot of the road paving done and the paving crew will probably work long hours until the cold weather stops the work. The dirt moving spreads are moving a high volume of dirt. Some of the Brother Engineers on this job will go to other jobs in southern Utah for the same employer.

A large number of Engineers are working for W. W. Clyde at the Point of the Mountain. Some of the paving is done and when traffic can be changed, it will provide a chance to increase the number of pieces of dirt moving equipment. This project will provide many jobs yet this season.

Gibbons and Reed at Electric Lake Dam is still on a two-shift operation and from time to time this employer is adding to the work force of Operating Engineers. The concrete work now being done will have to be completed before the big push on the dirt can start. The peak for the dirt spread work will be next season, when the employer expects to have a large number of operators working long hours. This project is at a very high elevation and the work season somewhat shorter than on the other dirt jobs in the state.

The number of Operating Engineers on the payroll for Jelco Construction at Huntington Power Plant will increase. It is hoped that this project will provide some jobs through the coming winter. W. W. Clyde is subcontracting the dirt, they are still working a two-shift spread and expect to keep working as far into the winter as possible.

Kane County's population of 3,000 may increase by more than 400 per cent in the next

few years if the proposed coal-generated electric power plant on the Kaiparowits Plateau develops. The big hang-up seems to be the ecologists, the cattlemen and the sheepmen in that area. Construction employment in Kane County is very poor and it would be a big help to the Brothers in the area if the project would break.

Strong Company was low bidder on twelve miles of Highway 143 from Parowan Canyon to Cedar Breaks at \$1,060,000. W. W. Clyde is getting under way on their road job from Panquitch to Bryce Canyon Cut-off. There will be 648,000 yards of excavation on this job.

Most of the work in the Salt Lake City area has been short-duration jobs.

Christiansen Brothers Construction is making good progress on the Z.C.M.I. Complex with the help of numerous subcontractors. This is a \$30 million project.

A firm date of July 2, 1975 has been given for completion of an emissions control system at Kennecott Copper Corporation. However, at present, no bids have been let. It is estimated that this control system will cost in the neighborhood of \$100 million. Not only will this system benefit the citizens of the entire county, it will also give the construction workers in the area some good jobs.

Gibbons and Reed Construction has numerous jobs in the area. One that could develop into many millions is the Hercules Powder Plant. The present contract is a pilot program to determine the location for the manufacturing of rocket engines and components for the Government. Depending on how well the job is completed and how it functions will determine the awarding of the main contract. Progress is reported from the company as excellent.

Stevens Construction took over the remaining portion of the Ralph M. Parson contract at National Lead and three or four Brothers are still employed there.

Cox Construction Company has started the \$6,000,000 contract at Hot Springs, a two-shift operation with 7,000,000 yards to be moved and 100,000 tons of gravel to be crushed. Johansen & Sons has the sub-contract for 25,000 ft. of pipe and the erection of all fences. Bob's Tree Service has the clearing. Ron Cox will be the General Superintendent and Lanny Reese the Master Mechanic.

Weyher Construction Company's Bear River project is in full swing. This project is quite unique. The piledriver is suspended 130 ft. above the water, mounted on a telescoping bridge. The bridge extends over the canyon and rests on the piling which has just previously been driven. Brother Carl Nelson is the operator; Curtis Hagen, Assistant Engineer and Dan Yates the Hydro Crane Operator.

Jack B. Parson Construction is ready to lay the asphalt at Tremonton. With a completion date in October of this year to meet, this should be a good over-time job for the Brothers.

Thorn Construction is erecting their crusher and hot plant at Devil's Slide for the eighteen miles of overlay.

W. W. Clyde Company is taking advantage of the hot weather and dry summer at Parley's Canyon. Skinner Peterson is General Superintendent; Jack Lydens,

Jim Street, Kay Critenden, Odell Anderson and Paul Lindsey, all foremen, are pushing a crew of approximately fifty Engineers operating ten scrapers, thirteen cats, two crushers, hot plant, compactors, etc.

Gibbons and Reed Company is winding up the job between Bountiful and Farmington. This stretch of Interstate, which took 2½ years to complete, will be greatly appreciated by the Utah motorist.

Santa Rosa

(Continued from Page 10)

way No. 1. Soiland moving along with subdivision work at Bodega Harbor and the underground on various subdivisions in Santa Rosa. Art Siri is paving now on Brush Creek Road and working scattered subdivisions from Bodega Harbor to the Sea Ranch. Reichold and Jurkovich finishing one overlay job and beginning another. (about \$250,000.) McGuire & Hester with three jobs near Santa Rosa, (channel and road work). Wise and McGinty have about finished on Graton Road but continue to work at the Sonoma County Disposal area. Watson about finished with the channel job in Santa Rosa. Pelotti still working on high rise in Santa Rosa for Eureka Federal Savings. Don Dowd with scattered work from Sebastopol to Petaluma. George Slinsen with various road and subdivision work around Napa. Lange Brothers with very little work in Lake County. We can go on and on with numerous other jobs so you can see we are fairly busy.

Peter Kiewit was low bidder at three million for Highway 101 work north of Healdsburg. Another seven million is supposed to be bid on a second section going into Geyserville. We hear this job will be bid early next year—sure hope so.

Absco Paving plant located on the Russian River has been sold to Basalt (Dillingham) and we are not sure just what the future holds for continuation of work at the site, and will report later on this.

We are presently in negotiations with the Berglund Tractor Company with plants located in Napa and Willits. Various meetings have been held with the employers and the employees, but at this writing, no contract.

The Lambam contract was open for wages only and the contract has been settled and ratified.

We are real pleased with the turnout at the meetings held in this area. Keep coming, we appreciate it because it shows your interest in YOUR Union.

Once again may we urge that you donate BLOOD. Our Santa Rosa supply is becoming short. Many, many thanks to the donors, the most recent being Wes Hay.

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DYNACOR BELTED 2+2 78 Series	DYNACOR BELTED 2+2 — Manufactured by one of the world's largest tire makers. Twin whitewall — 40,000-mile tread wear, road hazard and workmanship guarantee.	C 78-13 (700-13)	18.61	2.00			
		D 78-14 (695-14)	20.95	2.37			
		E 78-14 (735-14)	18.76	2.37			
		F 78-14 (775-14)	19.93	2.54			
		G 78-14 (825-14)	20.98	2.69			
		H 78-14 (855-14)	22.85	2.95			
		J 78-14 (885-14)	23.91	3.05			
		K 78-15 (775-15)	20.90	2.62			
		L 78-15 (825-15)	22.96	2.80			
		M 78-15 (855-15)	22.96	3.01			
		N 78-15 (900-15)	23.92	3.12			
		O 78-15 (915-15)	24.91	3.27			
LARGE RADIAL PLY 70 and 78 Series	NOTE: Radials for compact cars on page 3. RADIAL BELTED 2 + 4 Slim Line White Tubelless. Manufactured by one of the world's largest tire makers. 2 ply polyester cord body plus 4 ply rayon belts. 6-ply tread, 50,000-mile tread wear, workmanship and road hazard guarantee.	BR78-13 (700-13)	26.94	1.95			
		ER78-14 (735-14)	27.90	2.47			
		FR78-14 (775-14)	29.90	2.61			
		GR78-14 (825-14)	31.96	2.88			
		HR78-14 (855-14)	33.85	3.10			
		IR78-15 (600 735-15)	28.92	2.52			
		JR78-15 (775-15)	29.90	2.52			
		KR78-15 (815 825-15)	31.96	2.85			
		LR78-15 (845 855-15)	33.85	3.21			
		MR78-15 (900 855-15)	35.90	3.44			
		NR78-15 (915-15)	37.85	3.51			
		OR70-13 (650-13)	26.87	1.92			
PR70-14 (735-14)	27.93	2.39					
QR70-14 15 (775-14 15)	32.80	2.82					
SR70-14 15 (825-14 15)	34.78	3.01					
78 SERIES FOUR PLY	FULL 4 PLY POLYESTER — New wide look. Manufactured by one of the world's largest tire makers. Whitewall, 50,000-mile tread wear, road hazard and workmanship guarantee. DYNACOR.	A 78-13* (600 650-13)	15.95	1.86			
		B 78-13 (700-13)	19.45	1.95			
		C 78-14* (600 650-14)	16.95	2.00			
		D 78-14 (735-14)	19.95	2.24			
		E 78-14 (775-14)	20.88	2.39			
		F 78-14 (825-14)	21.92	2.56			
		G 78-14 (855-14)	23.90	2.75			
		H 78-14 (900-14)	24.80	2.95			
		I 78-15 (775-15)	20.90	2.43			
		J 78-15 (825-15)	21.92	2.63			
		K 78-15 (855-15)	23.90	2.81			
		L 78-15 (915-15)	24.80	2.90			
COMPACT AND IMPORTED CAR TIRES	SPORT PREMIUM — Tubelless blackwall — 30,000-mile tread wear, road hazard and workmanship guarantee. Add \$1.00 for whitewalls.	550-12	13.90	1.37			
		600-12	13.90	1.44			
		520-13	12.90	1.34			
		560-13	13.90	1.48			
		600-13	13.90	1.60			
		560-15	13.90	1.74			
		600-15	14.90	1.91			
		560-14	13.90	1.54			
		BELTED TRUCK TIRES — Premium Hiway Rib	Manufactured by one of the world's largest tire makers.	890-15 Hiway 8	34.95	3.81	
				890-15 Mud/Snow 8	35.95	3.81	
				COMMERCIAL HIWAY TRUCK NYLON CORD TUBE TYPE	670-15 6	18.95	2.42
					700-15 6	21.90	2.87
700-15 8	24.89				3.17		
600-16 6	17.95				2.38		
650-16 6	20.86				2.61		
700-16 6	23.85				3.01		
750-16 8	30.91				3.72		
700-17 6	26.78				3.34		
700-17 8	30.85				3.72		
750-17 8	33.90				4.27		
700-18 8	37.73	4.37					
COMMERCIAL HIWAY TRUCK NYLON CORD TUBELESS	700-13 6	20.89	2.30				
	700-13 8	23.86	2.57				
	700-14 6	20.88	2.45				
	700-14 8	24.95	2.68				
	670-15 6	19.60	2.28				
	670-15 8	26.85	3.27				
	8-17.5 8	32.95	4.00				
	8-19.5 8	37.85	4.65				
	CAMPER — DUPLIX TYPE NYLON CORD TUBELESS HIWAY	800-16.5 6	28.87	3.29			
		800-16.5 8	30.79	3.56			
		875-16.5 8	35.88	4.01			
		950-16.5 8	40.92	4.63			
950-16.5 10		45.84	4.65				
10-16.5 6		38.83	4.29				
10-16.5 8		40.95	4.71				
12-16.5 8		46.94	5.85				
12-16.5 10		53.85	6.34				
COMMERCIAL NYLON CORD EX. TRACTION MUD & SNOW		670-15 6	20.95	2.82			
		670-15 Tblless 6	21.95	3.11			
		700-15 6	23.90	3.23			
	600-16 6	20.90	2.60				
	650-16 6	22.95	2.95				
	700-16 6	25.95	3.28				
	750-16 8	35.80	4.18				
	700-17 8	35.92	4.44				
	750-17 8	38.72	4.95				
	CAMPER — DUPLIX TYPE Nylon Cord Mud & Snow Traction	800-16.5 6	29.89	3.45			
		800-16.5 8	30.97	3.68			
		10-16.5 6	40.77	4.58			
10-16.5 8		42.87	4.94				
12-16.5 8		48.96	6.14				
12-16.5 10		56.75	6.51				
DELUXE PREMIUM CHROME WHEELS — One year workmanship and material guarantee.		14x Solid Dish Chrome	15.90	17.85			
		14x Slotted Chrome	17.90	18.85			
		15x Solid Dish Chrome	17.90	19.85			
		15x Slotted Chrome	19.95	20.95			
		STEEL BELTED — SUPER 70 and 78 SERIES	A 70-13 (650-13)	25.89	2.47		
			D 70-14 (695-14)	28.92	2.87		
	E 70-14 (735-14)		29.87	2.97			
	F 70-14 (775-14)		30.87	3.15			
	G 70-14 (825-14)		31.87	3.03			
	G 70-15 (825-15)		24.85	3.45			
	H 78-14 (855-14)		33.97	3.22			
	I 78-15 (855-15)		34.80	3.47			
J 78-15 (900-15)	36.79		3.23				
K 78-15 (915-15)	38.80		3.56				
STATEMENT OF QUALITY	All tires shown in this confidential price schedule are premium* and first line quality only. (Absolutely no seconds, blemished tires, used tires, retreads, or recaps are sold.) Your safety necessitates this policy! All tires in the Capitol warehouses are from factories of the most well known and respected manufacturers in the industry, and all tires are manufactured under the most rigid quality controls. See U.S. Govt. required Coding System and Tire Guide Reference Book at your Capitol Warehouse.						

CAPITOL'S EXCLUSIVE 'NO TIME LIMIT' GUARANTEE

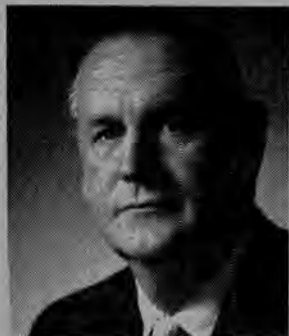
WORKMANSHIP AND MATERIAL — If any tire sold by Capitol fails due to defects in workmanship and material during the first 25% of tread wear, it will be replaced free of charge. Failures beyond 25% of tread wear will be replaced on the basis of tread wear, prorated on the purchase price plus Federal Excise Tax. **ROAD HAZARD** — Any failure that occurs due to road hazards will be replaced on the basis of tread wear, prorated on the purchase price plus Federal Excise Tax. Repairable punctures not included. **NO TIME LIMIT WEAR GUARANTEE** — Capitol guarantees the original purchaser will receive full mileage paid for or be given prorated credit on a new tire, guarantee wear smooth at 50,000 miles, the cost of a new tire is \$10.00 plus Federal Excise Tax. Capitol's tread wear guarantee is predicated on proper wheel alignment and normal driving conditions at normal speeds. Correct inflation pressures, frequent rotation of tires and general good vehicle maintenance will assist in achieving greater tire mileage, and promote safety in driving. Excessive speed, overloading, fast starts and quick stops adversely affect tire mileage. Safe driving habits promote longer tire life — as well as your own. **COMPLETE CUSTOMER SATISFACTION** — This guarantee covers tires used in normal passenger car service. To original purchaser only, but does not cover: mileage on front wheel drive vehicles, pickup trucks, campers, special type vehicles, buses or travel trailers; tires used in any form of racing, including drag strips; tires damaged by willful abuse, fire, catclink, mechanical defects on vehicles, theft, or passenger tires used in commercial service on trucks or taxicabs. Defective tires must be returned to any Capitol Tire Sales Warehouse for adjustment under this exclusive guarantee.

- Call any warehouse for other locations throughout the United States
- SAN FRANCISCO (94103) 101 SO. VAN NESS AVENUE PHONE (415) 621-2336
- SAN MATEO (94403) 4220 OLYMPIC AVE. PHONE (415) 574-7223
- SAN JOSE (95112) 1760 ROGERS AVENUE PHONE (408) 287-9112
- OAKLAND AREA (94577) 2059 WILLIAMS STREET - SAN LEANDRO PHONE (415) 351-8434
- STOCKTON (95204) 4137 CORONADO AVENUE PHONE (209) 465-5616
- SACRAMENTO (95814) 1831 2ND STREET (at S) PHONE (916) 443-2526
- LOS ANGELES (90039) 4623 BRAZIL STREET PHONE (213) 240-4350
- LOS ANGELES (Southwest) (90061) 13208 S.W. FIGUEROA ST. - PHONE (213) 532-1671
- INGLEWOOD (90302) 977 W. HYDE PARK BLVD. PHONE (213) 671-0466
- ARTESIA (90701) 17115 SO. ALBURTTIS AVE. PHONE (213) 924-3351
- ANAHEIM (92806) 2020-A HOWELL AVE. PHONE (714) 839-9440
- SAN DIEGO (92110) 5433 GAINES STREET PHONE (714) 291-9150
- WASHINGTON 422 S. Forest Skelton 66134, (202) 624-8970 6422 E. Second Ave., Spokane 99206, (509) 335-8733 2628 S. Tacoma Way, Tacoma 98409, (206) 473-1550
- OREGON 809 Fairfield St., Eugene 97401, (503) 342-1601 804 S.W. Division St., Portland 97207, (503) 233-2431

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On The Safety Side



By DALE MARR
Vice President & Director of Safety

Brother Engineers we need your help to help you! We know it is a busy time of year for most of you, however, the response to the Safety Questionnaire reprinted below has been extremely poor. Business Manager Al Clem has asked the District Representatives and Business Agents to make every effort to get a substantial number of these forms filled out and returned so that we can assist the State Bureau of Occupational Health and Environmental Epidemiology to do a job for all the members of our industry. If you are a machinist rather than an operator of equipment, scratch out operator and write in machinist and give us the run down on fumes, heat and noise within your working assignment. Only with your help can we hope to bring pressure to bear on the employer to provide improved safety conditions on all your jobs. Please mail your completed Questionnaire to:

Dale Marr, Director of Safety
Operating Engineers Local 3
474 Valencia Street, San Francisco, CA 94103

Only you can tell us the things we need to know in this important survey. Would you write today?

Clip and Mail

LOCAL 3 HEALTH & SAFETY SURVEY

Social Security No. _____ Age _____
Title _____

1. How many years have you worked in the construction industry? _____
2. What is your current job classification? _____
3. What is the total amount of time you have worked on this kind of machine in the years you have been with the construction industry (even though you may have done other jobs in between)?
_____ yrs. _____ mos.
4. In the course of a year's work do you change from one job classification to another?
_____ frequently _____ occasionally _____ not at all?

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

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

6. Below are listed a number of machines. As nearly as you can remember, give the total amount of time you have spent working on each of these machines since you started working in the construction industry. If you have never worked on a particular machine, put zero.
- | | | |
|--|------------|------------|
| Self-propelled Compactor | _____ yrs. | _____ mos. |
| Dozer | _____ yrs. | _____ mos. |
| Push cat | _____ yrs. | _____ mos. |
| Rubber-tired earth moving equipment | _____ yrs. | _____ mos. |
| Rubber-tired dozers | _____ yrs. | _____ mos. |
| Loaders-rubber-tired or track type | _____ yrs. | _____ mos. |
| Rubber-tired scraper, self-loading | _____ yrs. | _____ mos. |
| Locomotive | _____ yrs. | _____ mos. |
| Motorman | _____ yrs. | _____ mos. |
| Trenching machine operator | _____ yrs. | _____ mos. |
| Roller | _____ yrs. | _____ mos. |
| Mechanical finishers (Barber-Greene, etc.) | _____ yrs. | _____ mos. |
| Portable crushing and screening plants | _____ yrs. | _____ mos. |
| Combination backhoe and loader | _____ yrs. | _____ mos. |
| Blade operator | _____ yrs. | _____ mos. |

7. Have you worked on any machines other than those listed above on which you feel your body was vibrated considerably?
_____ yes _____ no
If your answer to the above question was "yes" please list those machines and the number of years or months which you worked on them below:
- | | | |
|---------------|------------|------------|
| _____ Machine | _____ yrs. | _____ mos. |
| _____ Machine | _____ yrs. | _____ mos. |
| _____ Machine | _____ yrs. | _____ mos. |
| _____ Machine | _____ yrs. | _____ mos. |
| _____ Machine | _____ yrs. | _____ mos. |

Clip and Mail



7,200 TONS OF STEEL (top photo above) forming the new Auburn-Foresthill Bridge was put together with the help of Local 3 brothers Floyd "Slim" Ciachon, Kenny Bettis, Eules Grigsley, Gary

Ploof, Harry Binder and A. V. Bud Dalton and will connect Interstate 80 to recreation areas on the Foresthill Divide.



TRADITIONAL EVERGREEN GOOD LUCK tree (middle photo) was placed on the newly completed 2,428-foot span along with the American flag which once flew above the Capitol. The flag was

furnished by Representative Harold T. "Bizz" Johnson, Democrat, Placer County, an important sponsor of the Auburn-Dam-Folsom South Canal project.



AUBURN-FORESTHILL BRIDGE linkup ceremonies were attended by above (bottom photo, left to right): Al "Bud" Dalton, Local 3 Business Representative, Ed Horton, Asst. Regional Director, Gler Siegle, Prod. Manager for Willamette-Western, G

Raymond Bolin, PCE, William Gianelli, Director of California Department of Water Resources, Ellis L. Armstrong, U.S. Commissioner of Reclamation, Bill Cassidy, Assemblyman Eugene Chappie, Ewing Hass, and Bob Pafford.

Auburn-Foresthill Bridge Now Linked

The jutting ends of the awesome Auburn-Foresthill Bridge in Placer County were joined recently some 730 feet above the streambed of the north fork of the American River.

Crewmen of the Willamette-Western Corporation linked the extremities with the placement of a 40,000-pound steel chord 108 feet five inches in length bearing and eight by five-foot American flag which once flew over the nation's capitol and was furnished by Representative Harold T. (Bizz) Johnson, Democrat, Placer County, a principal sponsor of legislation authorizing the \$550 million Auburn Dam-Folsom South Canal Project.

Also on the chord was a young evergreen tree, taken from the lush Foresthill Divide, which de-

noted virtual completion of the 2,428-foot span, an integral feature of the Auburn-Folsom South Unit development being constructed by the U.S. Bureau of Reclamation.

The practice of including an evergreen tree on completion of a crossing dates back to 700 A.D. when Scandinavian bridge builders used saplings to ward off lightning and other evil spirits.

The new bridge, a truss cantilever structure containing 7,200 tons of steel, was erected as a replacement for the old Auburn-Foresthill span—located near the confluence of the American River's north and middle forks—which will be inundated with the filling of the Auburn Reservoir behind the dam downstream.

Traffic is expected to be using

the new bridge in the early fall. The bridge has an overall width of 75 feet and carries two separate lanes with space in the middle for an additional two lanes when they become necessary. The span will provide direct access from Interstate 80 to recreation areas on the Foresthill Divide.

The substructures—abutments and four reinforced concrete piers—were built by the Hensel-Phelps Corporation under a \$3.4 million contract. Two of the piers soar 403 feet high from the plunging walls of the canyon.

Willamette - Western erected the superstructure under a \$9.2 million contract, and despite the human fly-like activities of its workers, the firm has racked up a remarkable safety record.

Obituaries

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:

- Degarmo, Edgar (Margaret, Wife) 8-3-72
Rt. 5, Box 5734, Auburn, California
- Durfee, Andrew (Betty, Wife) 8-10-72
320 Carrol St., Susanville, California
- Freeland, George (Marjorie, Wife) 8-6-72
Rt. 4, Box 4014, Nampa, Idaho
- Garcia, Frank J. (Emily, Wife) 8-20-72
2421 Orange St., Martinez, California
- Haymart, Charles (Alma, Wife) 7-31-72
2012 Eastern, Sacramento, California
- Jones, Walter (Girthe, Wife) 8-22-72
801 E. Ivy, Hanford, California
- Kauppi, Arthur (Ruth, Wife) 8-19-72
3810 Vineyard Avenue, Pleasanton, California
- Kellogg, Harold (Luella, Wife) 8-6-72
164 Lafayette, Hayward, California
- Lambert, George (Lorraine, Wife) 8-8-72
3879 - 14th Avenue, Sacramento, California
- Lyness, Alvin (Lillian, Wife) 8-5-72
Rt. 1, Box 448, Gridley, California
- Maher, John B. (Doris, Wife) 8-13-72
653 Miller Street, San Jose, California
- Patterson, Jack (Esther, Wife) 8-16-72
457 W. Dennis, Clovis, California
- Ragan, Jack (Mattie Cole, Mother) 7-16-72
P. O. Box 94, Carlin, Nevada
- Ray, A. D. (La Verne, Wife) 7-26-72
1942 Canyon Rd., Anderson, California
- Riley, Evan R. (Dorthea, Wife) 8-14-72
Box A L, Weaverville, California
- Roberts, Kenneth (Sharon, Wife) 7-27-72
601 Kent Street, Napa, California
- Rudolph, George (Eleanore, Wife) 8-16-72
11 Alter St., Cloverdale, California
- Simmons, Woodrow (Velma, Wife) 8-19-72
315 Hull Avenue, San Jose, California
- Sutherland, Donald (Edlyn, Wife) 7-28-72
132 Peony Court, Fremont, California
- Tomasini, Rodney (Pete Tomasini, Father) 6-25-72
Box 265, Fort Dick, California
- Troup, Earl (Josephine, Wife) 8-5-72
1607 Englewood, Fresno, California
- Waukkii, Robert (Elizabeth Gilzow, Friend) 8-7-72
138 San Carlos, No. 3, San Francisco, California
- Wood, Alonzo (Beverly, Wife) 8-10-72
Bryan Rt., Bradley, California
- Young, Theodore (Rae, Wife) 8-16-72
210 Athol Avenue, Oakland, California

DECEASED DEPENDENTS

- Brazelle, Arline—Deceased August 25, 1972
Deceased Wife of Charles Brazelle
- Ferrari, Fay—Deceased July 10, 1972
Deceased Wife of Elmer Ferrari
- Hall, Emma—Deceased July 10, 1972
Deceased Wife of Charles W. Hall
- Lindsay, Peggy—Deceased August 20, 1972
Deceased Wife of Vern Lindsay
- Williams, Azalea—Deceased July 30, 1972
Deceased Wife of Elmer Williams

Governor OKs Key Workmen's Compensation Bill of '72

Legislation boosting the ceiling on penalty benefits for workers suffering on-the-job injuries due to their employer's misconduct by up to 33 percent has been signed into law by Governor Ronald Reagan.

The State AFL-CIO-sponsored bill, **SB 1133** introduced by Senator Milton Marks (R-San Francisco), is regarded as the major improvement in the state's workmen's compensation program to win enactment during the 1972 session.

It raises the ceiling on the 50 percent increase in the amount of a workmen's compensation award for an injury that resulted from the serious and willful misconduct of an employer from \$7,500 to \$10,000.

Need for the legislation, which cleared both houses without an opposing vote, was repeatedly stressed by the California Labor Federation.

The State AFL-CIO pointed out that there had been no increase in the \$7,500 ceiling on the penalty benefit in 13 years despite the fact that the cost of living had risen more than 33 percent since then.

* * *

State AFL-CIO-backed legislation to require grievance and

disciplinary action procedures to be set up in California state colleges and state universities, however, has been vetoed by the Governor.

This bill, **SB 1446**, introduced by Senator George Moscone (D-San Francisco), would have required grievance or disciplinary hearings to be opened to the public at the option of the person aggrieved or the person charged in a disciplinary hearing.

It also would have provided that if an institution's president disagreed with the faculty committee's recommendation for the resolution of a grievance, the matter would be submitted to binding arbitration.

It was one of the key measures sought by the AFL-CIO United Professors of California.

On September 16, 1972, at its regular quarterly membership District No. 11 meeting, the members elected Brother Bill Heinz to fill the balance of the unexpired term of the unexpired term of Reno/District No. 11 Grievance Committeeman left vacant by resignation of Brother Hobbs.



VISITING BUSINESS MANAGER Russ Joy, Local No. 701, Portland Oregon, recently toured the San Francisco operation of Local Union No. 3. Brother Joy and members of his staff and other officers of his union were given the VIP Tour of the com-

puter, dispatching and credit union divisions of the union. Shown above with Business Manager Joy is Treasurer Don Kinchloe, Brother Joy, President Paul Edgecombe, and Recording-Corresponding Secretary Tom Stapleton.

Fresno Report Shows Signs Of Improving Work Picture

By **CLAUDE ODOM, BOB MERRIOTT, HAROLD C. SMITH**
STATE OKAYS VALLEY ROAD JOBS WORTH \$1 MILLION: The largest repaving project will involve some 21 miles of Highway 198 between the Monterey County line and Coalinga at a cost of about \$168,700.



Claude Odom in Fresno County between Interstate 5 and Route 180 south of Mendota.

Highway 43 in Fresno County, from the Kings County line to Freeway 99 near Selma will cost \$103,400; Highway 41 between Mountain View and Manning Avenues, 4.5 miles, \$44,000. Highway 168, between Fifth Street and Tollhouse Road in Clovis, will be resurfaced at a cost of about \$18,600 and Route 152 between Routes 59 and Freeway 99 will get the same treatment at approximately \$153,500.

A contract has been awarded to C. W. Hatcher, Inc., El Monte, in the amount of \$96,305 to groove about 13.5 miles of Freeway 99's southbound lanes between Orange Avenue and the San Joaquin River. Grooving increases friction and reduces skidding and hydroplaning in wet weather.

Approval has been given to other safety projects in the valley including widening of Highway 180 and Reed Avenue south of Minkler to improve turning capabilities of motorists heading for Kings Canyon National Park at an estimated \$16,000; widen a bridge on Highway 33 across Twenty-One Canyon in Kern County, plus replacing a bridge at Seventeen Canyon nearby for \$98,000.

CENTRAL VALLEY PROJECTS BIDS TO BE CALLED: The Bureau of Reclamation will soon call for bids on four public works projects in the Central Valley Project.

Representative B. F. Sisk said the projects are the Westlands

Distribution System for construction of 62 miles of pipeline near Huron, three Friant-Kern Canal rehabilitation projects near Dinuba, Lindsay and Sanger and a water system modification in the O'Neil Forebay 12 miles west of Los Banos.

Sukut & Coulson, Inc., of Santa Ana were low bidders on the channel job north of Huron with 450,000 yards of dirt. They also have subcontracted all the new channel for the Master Drain from Ball, Ball & Brosamer.

FREEWAY 41: Polick-Benedict Constructors of Rosemead may be the low bidders on the first section of Freeway 41 through Fresno with a bid of \$6,578,459.

A computer breakdown involving some new equipment in the State Division of Highways headquarters mean each of the ten bids received to build the 1.3 mile section of the Freeway have to be checked item by item.

If the low bid is confirmed, work could get started in early October and traffic will start to use the multilaned section by midsummer of 1974. The contract when awarded will allow 310 working days. From Broadway,

the work schedule calls for building a bridge crossing the Santa Fe Railway tracks and another over Ventura Avenue. From Ventura north, eight laned freeway will be cut deep into the earth to pass under Huntington Blvd., Tulare and Divisadero Streets, and Nevada Avenue. Divisadero will be the northerly terminus of the first section. Only rough grading will be done onward to Nevada Avenue.

HIDDEN & BUCHANAN DAMS: Hidden Dam is running normal and the engineers are getting in a full week. Perini Corp. has 8 Euclid Scrapers and one TS24 Scraper with 3 D-9 and 3 D-8 Cats pushing and ripping. There are three mechanics trying to keep the equipment running. Buchanan Dam work has been slow due to extremely hard rock. The cats and scrapers have been down two or three days at a time while they are drilling and shooting. They plan to move about 300,000 yards of dirt before the rain comes. At this time, they are having water problems and will have to run about nine miles of pipe to have enough water for dust control.

Recent Retirees

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

NORMAL PENSION		
Name	Amount	Effective Date
Brown, Joseph J.	\$286.25	7/72
Tamashiro, Hideo	\$204.75	4/72
EARLY RETIREMENT		
Andrews, Oscar G.	\$172.00	7/72
Menosse, Arther A.	\$124.50	6/72
Newton, Thomas D.	\$204.00	7/72
Ragan, Clarence C.	\$154.00	4/72
Schumacher, Lester E.	\$242.00	8/72
Shepherd, Edward	\$112.00	6/72
Thomas, George	\$249.00	6/72
Weese, Herbert A.	\$200.50	8/72
Wolf, Severin F.	\$129.00	7/72
DISABILITY PENSIONS		
Noel, Charley	\$225.00	1/72
Tiner, John N.	\$159.25	5/72
PRO-RATA PENSION		
Klaucke, Roy (deceased) wife, Billie Klaucke	\$ 32.75	7/71
Towne, James A.	\$ 60.00	2/72

Personal Notes

MARYSVILLE

Our personal sympathy is extended to the wife and family of Brother A. J. Lyness who passed away recently following a long illness.

SAN JOSE

Lyle Housley of Salinas is recovering from a heart attack, and he would like to hear from some of the Brothers.

EUREKA

Congratulations are in order to Mr. and Mrs. Ronald Kelley, who are the proud parents of a baby girl.

SACRAMENTO

We regret to report the demise of some of our good brothers: George Lambert, David George Davis, George F. Freeland, Edgar L. Degarmo.

RENO

Deceased Brothers: Lawrence Fink, July 12, 1972, who worked as Safetyman for Local No. 3 at Great Basin Steel.

STOCKTON-MODESTO

Brothers Edward Knutsen and Abney Shelton were under a doctor's care this past month. A speedy recovery is wished for both.

FRESNO

We wish to express our deepest sympathies to the families and friends of Brothers Charles Bagley and Charles Kitzmiller who recently passed away.



Dale Marr, Vice President

JOB STEWARDS APPOINTED

Table listing job stewards appointed for various weeks ending from July 21, 1972 to August 18, 1972. Columns include District, Name, and Agent.

SAFETY COMMITTEEMEN APPOINTED

Table listing safety committeemen appointed for various weeks ending from July 21, 1972 to August 18, 1972. Columns include District, Name, and Agent.

SWAP SHOP CORNER: Free Want Ads for Engineers

- FOR SALE: P.U.C. TRUCK PERMIT, sand & gravel \$1,500 cash or will trade for travel trailer or boat. Call Bob Gowan, 707/462-3783.
FOR SALE: JOHN DEERE No. 450 w/ four in one bucket, backhoe, rippers, etc. \$10,750.
FOR SALE: THREE ACRES, 2-BR HOUSE, heart of hunting & fishing, nr school, bus at door.
WATER TRUCK FOR SALE \$750. Call Jack, 408/266-5910.
MUST SELL MOBILE HOME, 1968 Faramount 50x10, 1 Br. front kitch, \$2,500.
DUNE BUGGY, 1971 STREET, legal fiberglass body, chrome, R & tape deck.
FOR SALE: VACATION LOT, Willits, Ca. Cons. trade new Ford pickup or base trailer for equity.
LOT FOR SALE at Lake Berryessa Estates 100x100. Sewer, water, elec. paved streets.
FOR SALE: 1968 LONESTAR 23' ALUM. BOAT. Hd. sink, slps 4, extras. 50 HP.
FOR SALE: TWO BUCKEYE TRENCHERS w/spare pts & Chevy Lowboy truck.
FOR SALE: .58-ACRE BLDG. SITE Placerville, zoned R2, secluded, trees.
FOR SALE: 25-TON LOWBOY, tractor & trailer, new tires, gd cond.
FOR SALE: MODEL W CLETRAC (1914 mod.) w/spare head \$150.
FOR SALE: CLEVELAND 95 TRENCHER (round buckets) & trailer for hauling trencher.
FOR SALE: MASSEY FERGUSON 202 diesel leader & drag bucket like new.
FOR SALE: CASE 450 LOADER. Scarifier, 4 in 1 bucket.
FOR SALE: 1968 BUDGER MOBILE HOME, 40x15, awnings, skirting.
FOR SALE: THREE BEDROOM HOUSE in Smartsville. Older hse in gd repair.
FOR SALE: 68 CHEVY PICKUP with metal tool box w/locks.
FOR SALE: BACKHOE, FORD 1968 w/ digmore & 2 buckets.
FOR SALE: 1959 KENSKILL 22 FT. TRAILER. Shower & Cooler good cond.
FOR SALE: 1960 NO. 210 CESSNA-172 TT 380 fact. smoh orig paint.
FOR SALE: TWO CHOICE CEMETERY LOTS in Skylawn Cem., Vallejo.
FOR SALE: MALSBARY 220 STEAM CLEANER for hvy equip.
FOR SALE: DISHWASHER, KENMORE port. tp-ld \$75.
FOR SALE: 70 BROADMORE MOBILE HOME, del. Manor mod, 12x34, exp. frt liv. rm.
1965 HD SPORTSTER—chopped \$2200. Two '23 Ford coupes one apart one complete \$1500.
FOR SALE: MOBIL HOMES LOT in Copperopolis, Ca.
FOR SALE: TWO LOTS W/3 HOUSES. Gd. soil, many trees & shrubs.
FOR SALE: 6.91 ACE HOMESITE, 10 mi N of Roseburg, Ore.
FOR SALE: 1968 10x55 KIT OLYMPIA. Dbl awnings, skirting, util. shed.

- RULES FOR SUBMITTING ADS
Any Operating Engineer may advertise in these columns without charge any PERSONAL PROPERTY he wishes to sell, swap or purchase.
PRINT OR TYPE the wording you want in your advertising on a separate sheet of paper.
Allow for a time lapse of several weeks between the posting of letters and receipts of your ad.
Please notify Engineers Swap Shop as soon as the property you have advertised is sold.
Because the purpose should be served within the period, ads henceforth will be dropped from the newspaper after three months.
Address all ads to: Engineers Swap Shop, AL CLEM, Editor, 474 Valencia Street, San Francisco, California 94103.

More Credit Union Notes

(Continued from Page 6)

advertising budgets to extoll the virtues of their "Easy" credit, it's too easy for the member to have his financing arrangements made before he thinks of the Credit Union.

MAIL OR PHONE

Actually, it is really not difficult to get a credit union loan. A brief note or a phone call to the credit union office is all it takes to get the necessary documents mailed to your residence.

A "successful" Credit Union needs an even mix of "savers" and "borrowers." Of course, the best Credit Union member is both a saver and borrower using the full spectrum of Credit Union services.

- When you become smart about where you borrow money, you don't just shut your eyes and sign where the finger points.
Here are seven advantages to a credit union loan, over and above the low price.
All of the interest you pay is deductible on your income tax.
You are not discriminated against. Every member pays the same price for the same kind of loan.
You can shop more successfully. With the cash assured, you can pick and choose with less pressure.
You can side-step tricky and expensive financing arrangements.
Your credit is in the hands of friends.
When you pay for merchandise with a credit union loan, you own the article, even if the item is used as security for the loan.
Finally, you can know the total cost of your credit before you sign.

1972 MEETINGS SCHEDULE

1972 SCHEDULE OF DISTRICT & SUB-DISTRICT MEETINGS

SEPTEMBER

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

OCTOBER

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

NOVEMBER

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

DECEMBER

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

DISTRICT AND SUB-DISTRICT MEETING PLACES

San Francisco , Engineers Bld. 474 Valencia St.	Sacramento , CEL&T Bldg., 2525 Stockton Blvd.
Eureka , Engineers Bldg., 2806 Broadway.	Fresno , Engineers Bldg., 3121 E. Olive St.
Redding , Engineers Bldg., 100 Lake Blvd.	Ukiah , Labor Temple, State Street.
Oroville , Prospectors Village, Oroville Dam Blvd.	Salt Lake City , 1958 W. No. Temple.
Honolulu , Washington Intermediate School (Cafetorium), 1633 S. King Street.	Reno , 124 West Taylor.
Hilo , Kapiolani School, 966 Kilauea Ave.	Marysville , Elks Hall, 920-D Street.
San Jose , Labor Temple, 2102 Almaden Rd.	Watsonville , Veterans Memorial Bldg., 215 Third.
Stockton , Engineers Bldg., 2626 N. California.	Santa Rosa , Engineers Bldg., 3900 Mayette.
Oakland , Labor Temple, Miller's Hall, 23rd & Valdez.	Provo , 165 West 1st North.
	Ogden , Teamsters Hall, 2538 Washington Blvd.

Business Offices and Agents Phone Listing

DISTRICT 01—SAN FRANCISCO	
Dispatch Office: 470 Valencia Street 94108 (Area 415) 431-5744	
A. J. "Buck" Hope, Dist. Rep.	992-1182
Don Luba	592-6871
Bill Parker	359-1680
Fran Walker, Trustee	378-9337
Walter Norris	447-5108
DISTRICT 02—SAN RAFAEL	
76 Belvedere Street 94901 (Area 415) 454-3565	
Al Hansen	479-6874
DISTRICT 03—SAN MATEO	
1527 South "B" 94402 (Area 415) 845-8287	
Bill Raney	367-5690
Dick Bell	359-6867
DISTRICT 04—VALLEJO	
404 Nebraska Street 94590 (Area 707) 644-2667	
Aaron S. Smith	643-2972
DISTRICT 20—OAKLAND	
1444 Webster Street 94612 (Area 415) 893-8120	
Bill Releford, Dist. Rep.	451-2103
Guy Jones	525-5055
Herman Eppler	278-7966
Jay Victor	825-7741
Ray Morgan	444-4486
John Norris	825-4877
Ernie Louis	828-7399
Ron Butler	686-0653
John Rodgers	465-9290
DISTRICT 30—STOCKTON	
2626 N. California 95204 (Area 209) 464-7687	
Walter Talbot, Dist. Rep.	477-3210
Al McNamara	464-0706
Elvin Balatti	948-1742
DISTRICT 31—MODESTO	
401 H Street 95354 (Area 209) 522-8833	
Bob Sheffield	522-2262
DISTRICT 40—EUREKA	
2806 Broadway 95501 (Area 707) 443-1814	
Ray Cooper, Dist. Rep.	443-5843
Eugene Lee	443-5843
DISTRICT 50—FRESNO	
3151 East Olive 93702 (Area 209) 439-4032	
Claude Odum, Dist. Rep.	734-8696
Bob Merritt	222-8333
Harold Smith	299-5915
Steve Atchley	299-5915
DISTRICT 60—MARYSVILLE	
1010 Eve Street 95901 (Area 916) 743-7321	
Harold Huston, Dist. Rep.	742-1728
John Smith	743-6113
Alex Cellini	742-4395
Dan Senechal	673-5736
DISTRICT 70—REDDING	
100 Lake Blvd. 96001 (Area 916) 241-0108	
Ken Green, Dist. Rep.	347-4097
Robert Havenhill	241-3768
DISTRICT 80—SACRAMENTO	
8500 Elder Creek Road 95828 (Area 916) 283-8480	
Ralph Wilson, Dist. Rep.	961-2880
Al Dalton	622-7078
Al Swan	487-5491
Mike Womack	933-0300
Bob Blagg	488-1231
DISTRICT 90—SAN JOSE	
780 Emory Street 95110 (Area 408) 295-8788	
Bob Mayfield, Dist. Rep.	826-0103
Mike Kravnick	266-7502
Jack Curtis	476-3824
Jack Bullard	476-1962
Tom Carter	374-1819
Bob Fleckenstein	379-0197
DISTRICT 10—SANTA ROSA	
3900 Mayette 95405 (Area 707) 546-2487	
Russell Swanson, Dist. Rep.	545-4414
Robert Wagnon	539-2821
NEVADA	
DISTRICT 11—RENO	
185 Martin Avenue 89502 (Area 702) 329-0236	
Dale Beach, Dist. Rep.	882-0645
Lenny Fagg	635-2737
Ian Crinklaw	867-2463
UTAH	
DISTRICT 12—SALT LAKE CITY	
1958 W. N. Temple 84103 (Area 801) 328-4946	
Tom Bills, Dist. Rep.	255-6515
Wayne Lassiter	487-2457
DISTRICT 13—PROVO	
125 E. 306 South 84601 (Area 801) 373-8237	
Lake Austin	374-0851
George Morgan	896-8081
DISTRICT 14—OGDEN	
520 26th Street 84401 (Area 801) 899-1139	
Rex Dougherty	782-5178
DISTRICT 17—HONOLULU, HAWAII	
2305 S. Beretania 96814 (Area 808) 949-0084	
Harold Lewis, Dist. Rep.	923-1207
Wilfred Brown	945-3750
Wallace Leon	455-3905
Gordon McDonald	488-9676
Bert Nakano (Hilo)	968-6141
Valentine K. Wessel (Hilo)	935-6187
DISTRICT 06—GUAM	
P. O. Box E-J 96910 749-9064	
William Flores	749-2400
Mike Pope	746-4586
Virgilio Delin	746-4586
Tom Zink	746-6016

Credit Union Notes

International Credit Union Week 'It's Where You Belong'

By JAMES "RED" IVY, Credit Union Treasurer

This year, you'll be hearing "Join Your Credit Union; It's Where You Belong." On Oct. 1 if you happen to be a football fan. Baseball fans will hear it too, a few days later during the World Series.



James "Red" Ivy

It's part of a national credit union advertising program, the first of its kind. This year the theme will lend important support to International Credit Union Week, Oct. 15-21, but will continue beyond, urging present members to make more use of their credit unions and seeking new members among millions of listeners.

During Credit Union Week, some 38 million members around the world celebrate the 123rd birthday of the credit union idea. Originally celebrated as a single day, the third Thursday of October, the movement's birthday has enlarged to a week long program—and in some places, observances fill the whole month of October.

"It's Where You Belong" is also the theme of Credit Union Week which celebrates credit unions for safe investments, financial counseling and equitable loans—and people helping people.

YOU'RE INVITED

Approximately one-half of the 35,000 plus members of the Operating Engineers Local Union No. 3, which comprises our field of membership, belongs to the Credit Union. Our membership roster at the close of the August accounting period showed 17,620 members.

That's not bad for an eight year old credit union, however, we would like to extend a warm invitation to the other 17,000 plus members of the Local Union to "Join Up" and make use of the financial services offered by the Credit Union. "It is—Where You Belong."

SAVINGS PROGRAMS

A majority of the members of the Local Union are employed under Construction Agreements and have available to them as a savings medium the ultra convenient pay in lieu of Vacation and Holiday Plan. Members working under other than Construction Agreements may use payroll savings plans provided by their employers.

If neither of these plans are available to you, it only takes a little will power to set up your own savings program and mail in whatever your budget will stand each payday. We will furnish the envelopes.

Of the three savings plans mentioned above, the Vacation and Holiday Pay Plan has been by far the most widely used. This has been due not only to the majority of the membership having the plan available, but to the complete lack of extra effort required of a member who wishes to avail himself of this method of saving.

How well it works and how fast savings can be accumulated is attested to by a recent telephone call from a member inquiring about a Credit Union loan. He was asked if he had an open account with the Credit Union and his reply was "Yes, I have been letting my vacation pay go into the Credit Union."

A quick check of his account revealed over \$6,000.00 on deposit—all from the Vacation and Holiday Pay Plan. Not bad—for the few years this plan has been available as a savings medium and the nominal contribution rate it started with.

Needless to say, this member did not have any problem getting his loan approved. But—the point we would like to stress here, was the ease with which this substantial savings was accumulated. We would like to prevail on every member to reflect on this a moment before he makes his next "Drag" on his Vacation Pay.

FINANCIAL ASSISTANCE

Not all credit union members are savers and quite frankly, we couldn't have it any other way. Although encouraging members to save—the promotion of thrift—is a primary purpose of the credit union, once this purpose has been achieved, the money saved has to be put to work. What better way than in provident and productive loans to our members?

Unfortunately, due to the wide distribution of our membership, extending over several states, we have not been able to put together a lending program that approaches the convenience offered in the savings medium of either the Vacation and Holiday Pay Plan or the payroll savings plan.

With banks and finance companies about as plentiful as gasoline service stations, all with apparently unlimited

Clem Will Aid Manpower

(Continued from Page 1)

The ten-member committee is advisory to Floyd Edwards, Regional Manpower Administrator, Department of Labor and Fernando DeBaca, Regional Director, H.E.W. The three public members of the Committee are Ruth Chance, Executive Director of the Rosenberg Foundation in San Francisco, Augustus Shaw, a school principal and Chairman of the Arizona State Manpower Advisory Committee, and Dr. Charles Donnelley, head of the Nevada Community College System.

The two labor members are Al Clem, Business Manager and International Vice President, Operating Engineers Local Union No. 3 in San Francisco and Ed DeMello, Business Manager and Legislative Representative, International Longshoremens and

Warehousemen's Union in Honolulu.

The two management members are William Laub, President of the Southwest Gas Corporation in Las Vegas, a new member, and Richard Gonzalez, Manager of Industrial Relations for Ford Corporation in Pico Rivera, California.

The Training member is Alfred Villalobos, Vice President of the National Economic Development Association in Los Angeles. The Agriculture member is Dr. Varden Fuller, Professor of Agricultural Economics, the University of California at Davis. The Education member is Dr. Ned Hatathali, President of the Navajo Community College in Arizona.

This is a two-year appointment, made by the Secretary of Labor. Clem's appointment will expire on June 30, 1974.

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or just plain
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SEE YOUR CREDIT UNION
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Clip and mail to Engineers News, 474 Valencia St., S. F., Calif. 94103
 Incomplete forms will not be processed.



We Get Letters

Dear Sir:

Please accept my sincerest thanks for the kindness I have been shown, both by Operating Engineers Local 3 and the men who worked with my husband. His untimely death was a great shock to those who worked with him and I appreciate the fact that these men have let me know how they felt.

I am very grateful to Operating Engineers for the promptness they have shown regarding the burial, insurance, medical and pre-retirement death benefits. It has been a great help to me and my children.

But most of all—please accept my sincerest thanks for the beautiful bible which I received. It has helped me a great deal, and it will always mean a lot to me.

Sincerely yours,
 Mrs. Tom Adams,
 Carmichael, Calif.