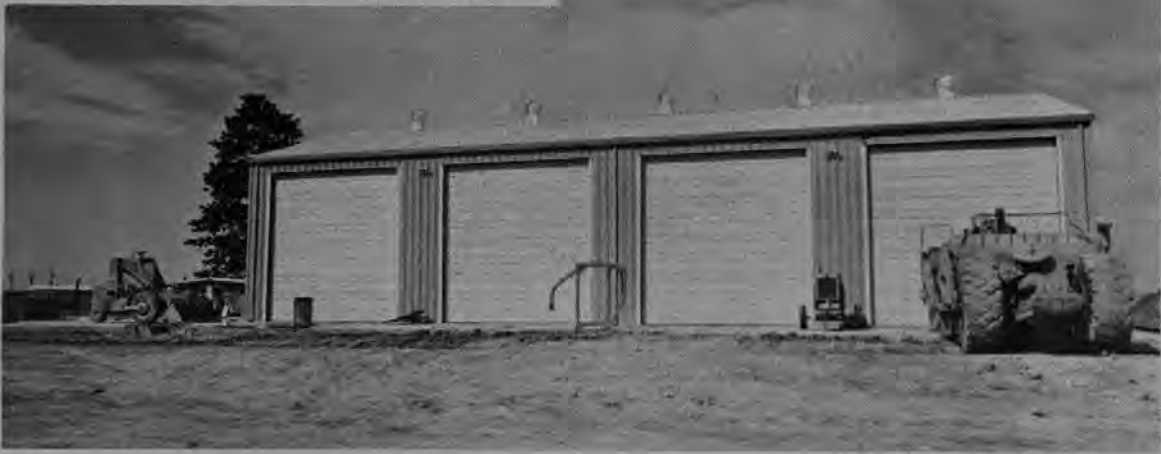


Loan Policy Will Aid Trainees

SHOP FACILITY for study and servicing heavy construction equipment at the Rancho Murieta Training Center is one of the best equipped in the country. Here members will learn many new shop skills.



★ ★ ★
By KEN ERWIN

Business Manager Al Clem announced this week that members desiring to attend the six-week training course at the Union's new Rancho Murieta Training Center at Sloughhouse, California would be given additional assistance, if needed, by the Local Union Credit Union.

"We can't find too many ways to encourage our membership to improve, increase and multiply their skills by attending this outstanding construction training center," said Clem, "and by making it possible for those eligible members to obtain a special loan from the Credit Union for this specific purpose, we feel that no member will be excluded from upgrading and improving his skills and increasing his income."

Business Manager Clem added that loans will be made subject to a satisfactory credit report, regardless of the applicant's prior affiliation with the Credit Union. Loans will be extended term

See ENCOURAGE TRAINING page 15

"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 NORTHERN CALIFORNIA, THE GOLDEN STATE NORTHERN NEVADA, SILVER STATE UTAH, HEART OF THE ROCKIES

Vol. 29 — No. 1 SAN FRANCISCO, CALIFORNIA January, 1970

Better Fringes Too! Dredge Members Set For Key Pay Increase

Several hundred dredging members of Operating Engineers Local Union No. 3 working under a contract negotiated in 1968 with the Dredging Contractors Association of California could look forward to bigger paychecks and better fringe benefits with the start of the New Year.

Union Business Manager Al Clem announced this week that wages and fringe benefits for all classifications of members working under the Agreement (DCAC) on hydraulic suction dredges and clam shell dredges would increase, effective January 1, 1970.

"In light of the continuing increase in the cost of living to the nation's workingman," said Clem, "this raise is very timely." Clem pointed out that "with the rising costs of basic necessities such as food, clothing and shelter for the working man, the Union negotiator must become a little more skilled each year in the art of 'predictive economics' in order to keep the membership from being gouged out of the marketplace."

Besides across the board pay increases, hourly contributions to the Pension Trust went from fifty (50¢) cents to sixty (60¢) cents per hour and from thirty (30¢) cents to forty (40¢) cents per hour for Vacation and Holiday Fund.

Dredgemen working under the Master Agreement with the Dredging Contractors Association of California will receive the following increases:

WAGES		
Hydraulic Suction Dredges		
	Old 7-1-69	New 1-1-70
Group 1	\$ 5.09	\$5.25
2	5.50	5.76
3	5.67	5.85
4	6.12	6.31
5	6.75	6.96
6	1,400.00	1,450.00
Chief Engineer (monthly)		
Clam Shell Dredges		
Group 1	5.09	5.25
2	5.59	5.76
3	5.67	5.85
4	6.12	6.31
5	6.75	6.96

SEMI-ANNUAL MEETING

Recording-Corresponding Secretary T. J. "Tom" Stapleton has announced that the Semi-Annual Meeting will take place on Saturday, January 10, 1970 at 1:00 p.m. in the Marine Cooks & Stewards Union Auditorium, 350 Fremont Street in San Francisco. All members are encouraged to attend this very important meeting.

Elect New Members To District #11 Jobs

At its meeting on December 6, 1969, the District No. 11 membership elected:

KEN J. KEENER, S.S.
No. 441-20-2974
3333 Harrison Lane
Carson City, Nevada

to the Grievance Committee to fill the balance of the unexpired term.

District 11 members also elected:

EDWARD H. JONES, S.S.
No. 720-05-6945
951 I Street
Sparks, Nevada

to serve the balance of the unexpired term as DISTRICT No. 11 EXECUTIVE BOARD MEMBER.

In that capacity, as provided in the By-Laws, Brother Jones will also serve as District No. 11 Grievance Committee CHAIRMAN.

Engineer Wage, Fringe Gains Brings Brighter New Year

A delayed Christmas gift that will mean a happier New Year for most of the members of Operating Engineers Local Union No. 3, International Union of Operating Engineers, AFL-CIO, was announced this week by Business Manager Al Clem.

Clem told members of the nearly 34,000-plus member local that they could expect better paychecks and increased fringes starting January 1, 1970 from contracts negotiated during 1968 with over 27 different employee groups in the construction and heavy equipment operating industry.

Although the bulk of the members affected are in Northern California, Clem pointed out that increases also would go to some members working for employers in Hawaii and Nevada. Operating Engineers Local Union No. 3 has jurisdiction extending over Northern California, Northern Nevada, Utah, Hawaii, Guam and other Mid-Pacific Islands.

In making the announcement Chief Executive Clem told all members to check the agreements they are working under carefully and to be sure that the employer is making the proper additional contributions.

"If any member has a doubt about his pay or fringe increases," said Clem, "he should check with his Local 3 Business Representative and get the matter straightened out with his employer immediately."

Clem praised the "diligent planning, technical know-how and tenacious dedication and experience that went into the long hours of negotiations." "Your officers and negotiating team gained the best contract ever won in our industry," he told members, "and the some 21% package of pay and fringes gained for the membership over three years will be an important factor in keeping the construction industry and the nation's economy moving ahead."

Effective January 1, 1970, the employer members represented by 20 Associations have agreed to give Operating Engineers both

wage and fringe increases. The following are the wage and fringe increases which will benefit Operating Engineers.

Engineers working for employers signatory to the AGC, EGCA, California Contractors Council Association, Industrial Contractors Association, Demolition and Wrecking Association, and the Home Builders Association of Contra Costa, the Greater East Bay, Peninsula, Sacramento, San Francisco and Marin, Stockton, and Santa Clara, will receive the following increases:

WAGES		
	Old 6-15-69	New 1-1-70
Group 1	\$5.19	\$5.35
2	5.40	5.57
3	5.54	5.71
4	5.89	6.07
5	6.03	6.22
6	6.11	6.30
7	6.21	6.40
8	6.46	6.66
9	6.60	6.80
10	6.73	6.94
10A	6.81	7.02
11	6.90	7.11
11A	7.59	7.83
11B	7.76	8.00
11C	7.93	8.18

FRINGES		
	Old 1-1-69	New 1-1-70
Pensions	.50	.60
Vacation & Holiday	.30	.40

Rock, Sand, and Gravel employees will benefit by the following amounts:

WAGES		
	Old 7-16-69	New 1-1-70
Group 1	\$4.865	\$5.015
2	4.89	5.04
3	5.045	5.195
4	5.345	5.495
5	5.70	5.85
6	5.79	5.94
7	5.955	6.105
Hot Plants	7-16-69	1-1-70
Plant Engineer	\$5.70	\$5.85
Box Man	5.265	5.415
Fireman	5.265	5.415
Oiler	5.155	5.305

See WAGE GAINS page 4

IUOE's New V.P.'s

Washington—John Possehl, president and business manager of Operating Engineers Local 18 in Cleveland, and Joseph H. Seymour, business manager of IUOE Local 12 in Los Angeles, have been appointed vice presidents of the union. Pres. Hunter P. Wharton announced following a meeting of the executive board.

The vacancies they fill on the board were created by the resignations of Richard H. Nolan of Local 106, Albany, N.Y. and William H. Gray, Local 428, Phoenix.

Date Correction

In the "Rules for Scholarships" article on page 5 last month we inadvertently repeated last year's dates. If you will substitute '69 for '68 and '70 for '69 where appropriate, the article will stand properly corrected.



Collectively Speaking with Al Clem

In the year of 1970 we enter a new decade. We would like at this time to reminisce a bit about the happenings in our local union in the past year and also in the past decade.

1969 was a year where the earnings of the Operating Engineers did not equal that of any other years in the sixties, due primarily to the curtailment of work by government officials and the cut back in the new starts in the housing field. As a result, many of our members, in the peak season, were working the regular, 40-hour week, when in other years they were working some overtime. This, in a measure, was not due entirely to the cut back of jobs being let but to a degree, due to the increased productivity of the members of our union.

You hear many people talking about the high wages in the construction industry. The fact remains, however, that the Operating Engineer, because of our many programs of training and retraining have been able to attain a high rate of productivity whereby we find that the cost of moving a yard of earth today is about the same as it was twenty years ago.

On the brighter side of the happenings in 1969 you will soon be getting your new health and welfare and pension booklets and you will note that in the entire jurisdiction we have been able to improve the benefits of our health and welfare plan as well as changing the concept of the pension payments whereby those members of our union who work the steadiest will receive a higher rate of benefits when they retire.

In our negotiations in the State of Utah we were able to receive a substantial increase in wages for the members in this State. This is due in great measure to the fact that we have established a friendly relationship with employers of this State and were able to convince them that the employees in the State of Utah were entitled to somewhat the same wages as the members working in Nevada, California and Hawaii. Of course, we have considerably more catching up to do in this State and we feel confident that with the support of all the members of Local 3 we will be able to achieve this goal. We look forward to the day when an employee who is driving a tractor in Utah, Nevada, Hawaii and Guam will receive the same rate per hour as those operating equipment in California. At the present time the members of our union who are employed in raising steel receive the same wages in Utah as they do in California and Nevada.

In California we have seen, in the past year, the Operating Engineers Rancho Murietta Training Center developed from just bare acreage to a training site that will accommodate 200 trainees. This is one of the outstanding achievements of the past year and this could not have come to pass had we not had the support and confidence of the members, the trustees of the Pension Trust and the Affirmative Action Trust. This training center, we are confident, will afford the members of this union an opportunity to upgrade their skills and to train and retrain to the point where they will be known as the best Operating Engineers in our International. It is merely a question of do you want to work steady while being able to divert your various skills with the changing seasons and the changing work scenes.

In the past decade we have seen many changes in wages, in working conditions and fringe benefits. It was in 1960 that your present set of officers took office. At that time the maximum pension benefits were \$60.00 a month. Our health and welfare plans did not contain dental care, vision care or reimbursement for drugs. We had no apprentice training program, the journeyman trainee was unheard of and our hiring halls were not operating as efficiently in the early sixties as they are at the present time.

In the past decade we were able to build two new buildings, one in Salt Lake and one in Redding, California and in addition, the headquarters building which cost approximately a quarter of a million dollars. Our fleet of automobiles has been updated and our communications system has been greatly expanded.

We have been able to increase the staff of representatives to serve the membership in proportion with our growth. In 1960 there were less than 23,000 members in Local 3. To date we have in excess of 34,000 members. These gains in membership were primarily due to our organizing campaigns in various shops and yards and in the mining industry in the States of Nevada, Utah and California. We also had some growth in membership in Hawaii due to our organizing campaigns in the construction industry but primarily in the commercial industry, and we have also organized many civil service employees of cities, counties and so forth. This is mandatory for us to do, so that we can negotiate wages for these employees in keeping with those we receive in the construction industry.

In addition to this we have made great strides in the field of safety and environmental health, looking to the day when equipment will be safer to operate and more comfortable also.

While we have made many gains in the collective bargaining

More CLEM on page 11

Car Production Might Delay BART Trip 2 Years

By JERRY ALLGOOD
Southern Contra Costa
and Southern Alameda

BART RAILS IN PLACE, BUT CARS WON'T BE READY UNTIL '71 — Many of the stations are nearly completed and rail in place along the route between Oakland and Hayward.

But you will not be able to ride a Bay Area Rapid Transit train over the tracks for about another two years.

This is because it will take that long to produce enough rapid transit cars to handle the traffic expected on BART's first line, the 26 mile segment between Oakland and Fremont.

Last July BART ordered 250 rapid transit cars from the Rohr Corp. of San Diego. The cars will be custom built. Rapid transit cars are rarely mass-produced, and BART's have to be extra special.

The current schedule calls for the automatic train controls and electric power system to be complete between Hayward and Oakland's Lake Merritt subway station next spring.

Two of the three boxy appearing laboratory cars used for experiments on BART's test track between Concord and Walnut Creek have been taken to a shop in Benicia. They will be modified for operation on the Oakland-Hayward line and brought to BART's Hayward repair center in February.

At Hayward, Westinghouse Electric Corp. technicians will install automatic train control units and other components. By May the cars will be speeding along the route so Westinghouse experts can check out the sophisticated train control installation.

BART passenger trains will not have operators. An attendant will ride each train to monitor equipment and stop the train in emergencies. The train control equipment being installed alongside the right of way will make the decisions in concert with a computer already in place and ready in a subterranean room adjoining the Lake Merritt station.

By TOM CARTER
West Contra Costa

The work in the area has held up very well for this time of year due to the good weather through the months of November and most of December.

Gordon H. Ball has just about completed the realignment of highway No. 80 in Pinole. This is the area of highway that slid out this year. At the present time all the sub-grade is completed and the crews are busy placing the base rock and with about two (2) weeks more of good weather this job will be finished.

The refinery job at Union Oil in Rodeo is moving along again after a slowdown of two months due to a lack of engineering. All the brothers who were laid off at that time are now back on the job and it looks as though the job will go full blast again.

The BART work in the area has been a large source of employment this year. Two large BART jobs are just about completed and two others are just getting started.

J. F. Shea Co. has started the excavation for the south Berkeley station at Ashby and Adeline Streets in Berkeley. Rothchild &

Raffin is now working on their station and repair yard at 13th Street in Richmond. At this time they are making sub-grade and starting the underground work.

By ALEX CELLINI
Quarries, Equipment Dealers,
Plants & Scrapyards

The Rock, Sand and Gravel industry in Alameda and Contra Costa counties is slow at the present time, but winter is here and some of the big projects such as Altamont Pass and BART projects have just about finished. However, most of the stock piles in the quarries are small, so work should hold up until things get going again in the construction end of our business.

The Scrap Iron and Ship Repair hasn't gotten any better nor has it gotten any worse in the past month, so things are still moving at a very slow pace. Any improvement in the future will be a gain.

Equipment Dealers are still moving along well. Two companies have moved from their locations in Emeryville. The Rix Company which carries 27 different lines of equipment such as LeRoy Compressors, Insley shovels, Whitman concrete pumps and other such items moved to 2500 Alvarado Street in San Leandro. The new location provides them more room to work, which has also put two more brothers to work in the Shop. The other company is Nixon-Egli who is now located at 1970 National Avenue in Hayward. Their shop for servicing is much bigger which allows them to handle their equipment like American Cranes, Blaw Knox pavers, Bros equipment, Heim Werner backhoes and Mobil sweepers to mention a few types of equipment which they handle. Also hopes for a few more brother engineers going to work there.

By HERMAN EPPLER
Upper Contra Costa County

Work slowly grinds to a halt as the rains come in the eastern side of Contra Costa County.

We look back on what was a good work season in this area and hope for more in the year to come.

There are many projects throughout this area that can't work at all and some that miss only the days that the rain falls.

Out in the Rossmore Area of Walnut Creek, Griffith Construction Co. has started work on the new community hospital. The residents of Rossmore are pushing for an early completion date on this project because at this time there is no facility of this type in the area. Also at Rossmore, Sanders Construction Co. has sold out

to Terra California Company who will complete the project of apartment type homes, for middle aged and retired people. As near as they can estimate, the length of time for the completion of the job will be another eight years, it is about one-third complete at this time.

Gallagher and Burk Construction Co. have had many brothers working in the Moraga area which is growing fast and we are looking forward to more in that area next year.

Pagni Construction Co. is still able to work on the biological building at Diablo Valley College and will be putting the roof on soon. This will help to continue work even with the rains.

Swinerton & Walberg have completed their job at Dow Chemical in Pittsburg. They have now started another in Phillips 66 Plant at Avon. Several crane operators are employed on this job.

S. J. Amoroso has started the BART Station which is located at Treat in Walnut Creek. However, they won't try to do much work until the sun shines and the rains are behind us.

Iverson Demolition has a contract in Port Chicago to remove several of the remaining buildings and clean up some of the area. Also on this job is East Bay Excavators, who are moving the dirt for Iverson.

Dravo Corporation is going to put up a batch plant between the freeways at Orinda. They are to pour the second section of concrete and lay the tracks for the BART system. This job probably won't be affected by the rain very much due to the fact that much of the track work to be done will be in the tunnel.

By AL SWAN

Oakland-San Leandro Areas

As of this writing the winter rains have started. Most of the dirt jobs are all shut down.

By the time this goes to press, Gordon Ball will have opened their section of the Grove-Shafter Freeway.

Work is progressing steadily on the new four-hundred twenty (420) bed Kaiser Hospital tower being built above the Oakland medical center at MacArthur and Broadway, Oakland.

The first phase of construction, the drilling and pouring of the foundation for the tower has been completed. The second phase, the erection of the steel framework has begun.

At Laney College and also at the new Merritt College, Robert McKee is moving right along with their work and is keeping a number of brothers employed.

Bay Area Rapid Transit District
See OAKLAND page 14

ENGINEERS NEWS

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



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THE OLD . . . The Arcata 11th Street crossing represents an earlier solid style of spanning roadways, which is some 15 years old. Notice the heavy pillar in the center, which blocks a drivers view and presents a potential collision object. —Times-Standard photo.



THE NEW . . . The longest span possible for this type of overpass is this 180-foot crossing which spans U.S. 101 North of Arcata. The crossing cuts the accident rate from six to one accidents per year.—Times-Standard photo.

Seasonal Fallout Fills Union Hall

By RAY COOPER and GENE LAKE

Well brothers Old Man Winter has finally arrived in the Redwood Empire. Our out-of-work list is growing by daily leaps and bounds. By the time you read this everything will probably be at a stand still.

However, thanks to the unusual dry fall almost all the storm damage projects have been completed. This certainly has been a break for the brothers and the contractors.

Granite Construction Company has been trying to do some brush and stump burning the last couple of weeks between rains. About the only equipment left on this job is a couple of cranes and a cat. The rubber-tired rigs, blades etc. have been shipped out to other jobs.

Upon Berry Summit Ray Kizer Construction Co finally yielded to Old Man Winter. This job is about 50% complete now so the good brothers will have another season up there to look forward to.

At the Blue Lake Salmon Hatchery the brothers working for C. Norman Peterson are still hard at it. This should be a fairly steady job this winter in spite of the adverse conditions.

Mercer Fraser Company who is subbing the excavation and paving from C. Norman Peterson have a truck crane placing rip-rap at the fish ladder.

The Mercer Fraser plant at Essex is down to a skeleton crew with some repair work going on. The hot plant operates on a day to day basis as small, local orders come in.

Hughes & Ladd Company is making good progress on their slide removal job between Willow Creek and Hoopa on Highway 96. The dirt is being moved with TS-14's. This job also should keep a few of the brothers busy this winter keeping the road open.

The only work of any size coming up in the near future is the Gasquet-Orleans job, this is a Forest Service Road project, about 4½ miles in length. Informed sources say the job will go for about 1.5 million. The

elevation being quite high it's doubtful whether any work at all will be started before next spring. At the present time the outlook for new work is bleak in District 4 as well as in the rest of Local 3's jurisdiction. This is a very opportune time for you brothers to take pen in hand and write your legislative representatives concerning the proposed cutback in construction projects. If you don't know who or where to write call us at the hall. Remember every letter counts as the politicians are thinking in terms of votes.

NEW LOOK IN ARCATA OVERPASS: A \$1.5 million complex of overpasses and interchanges were completed recently which involved an overcrossing which is the longest possible span of its type. The 180 foot prestressed concrete Guintoli Lane span was constructed by the Arthur B. Siri Company under the supervision of Art Tussi.

The span represents a new development in overcrossings, as the pictures show. From the oldest to the youngest, one can readily see the trend toward lighter, more modern safer crossings with the elimination of the center support piers, thus reducing the possibilities of a collision.

The Arthur B. Siri Company is also moving right along on the Samoa Road job with 70% of the dirt (sand) moved. As we have mentioned before, rain is grateful, not harmful; as the project runs along the ocean beach. Redwood Empire Aggregate is laying base rock on this job. Another job that will work on thru the winter is the Eureka to Samoa Bridge project. Guy F. Atkinson Company is moving right along on their pile-driving and concrete pours. One can now see the path of the bridge as the T shaped piers come into view.

Western Pacific Dredge "Sand Hog" is still pumping around the clock which keeps 25 of our brothers working. They have added a levee crew as they are pumping on shore for the road bed of the Eureka to Samoa bridge job. Yeal Captain "Huckleberry" is still at the helm,

Spike Vile Rumor! Politics Plays Vital Role

By BILL RANEY and DICK BELL
San Mateo—Hub of the Peninsula

At this writing the season has ended, the rains have come, Christmas has come followed by New Year's and a host of bills and following that a raise in pay if you're employed (even in winter, 70% of the Engineers are working in this area).

Prices and profits have (and will) continue to rise at a much faster rate than wages. Organized labor has at least kept a narrower margin than those poor unfortunates with no union who have had few if any raises and in the main no health and welfare, no pensions and no vacation pay.

There are those even among us who have advocated 'holding the line' on wages in order to stop prices from rising. This fallacy would be laughable were it not so pitiful and naive. Nearly all noted economists can readily prove that prices always go up first, and they have gone and will continue upward whether you or I get a raise or not.

If a freeze is in order in the interest of national security (which this writer doubts), then let labor catch up (at least 10%) then freeze all profits, prices and wages, in that order. There is of course nothing wrong with profits per se. There however is great wrong in excessive profits that cause human hardship and, desperate citizens, both businessmen and workers. It is because of such abuses that concerned citizens in the past established a Public Utilities Commission, Fair Practices Commissions, and yes, the laboring men had to band together to keep from being exploited even further.

It may well be that present taxpayers may have to cause to be enacted stringent laws to curb inflation. If this must happen, then let it be fair, first to the working man, the small businessman, the investor and finally the Profiteer in that order, as it is the reverse order of the above that has brought on the loss of value of the dollar.

A recent study of construction costs was made in the Milwaukee area (not too unlike our own area) which proves that building a house to sell at \$21,200 including a \$5,000 lot took 506½ hours of skilled tradesmen's time. (The Engineer got less than a day's work.) The total cost for all labor was just 16% of the \$21,200.

Who do you think started the vile rumor that the labor on a house runs 50% or more? This outright lie is so prevalent that we almost believed it ourselves.

Type of Work	Manhours	Wages and Fringe Bene.
Excavating	4 hours	\$ 25.00
Footing and base flooring	17	101.69
Basement	36	239.52
Carpentry	217	1,422.40
Gutters and heating	20	138.20
Roofing	7	44.24
Electrical	32	213.12
Plumbing	42	301.14
Outside sewer	5½	32.72
Painting	72	454.07
Tile	6	37.80
Driveway and landscaping	48	277.20
(Social Security)	—	257.77
Total	506½	\$3,444.37

If these things make you angry, then let your elected officials know about how you feel especially when certain good or bad bills are coming before those august Assemblies.

POLITICAL DIRECTORY
Your influence does not end with your vote, if you care enough to write to your elected officials!

UNITED OR DIVIDED

I
"The whistle has blown, and each man takes his place
To toil for the world at a death dealing pace
Each movement is skillful, each brain is alert
While they patiently work in the factory dirt;
Just look at that picture and then make a note
That United they sweat but divided they Vote!

II
The machines and the belts and the shaftings are still
and not a wheel turns—there's a strike at the mill.
A STRIKE! Every workman has solemnly vowed
To stand by his mates till their claims are allowed.
'Tis a brave thing to do but don't fail to note
That United they strike but divided they Vote!

III
The sun brightly shines as there passes along,
In holiday raiment the labor day throng.
Each man is decked out in his labor day best—,
LABOUR OMNIA VINCIT the banners attest.
Yes, Labor may conquer, but never, please note,
While United they march but divided they Vote."
ELLIS O. JONES,
(From the New Zealand Federation of Labour Bulletin)

★ ★ ★

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4th District
MRS. JEAN FASSLER
5th District

The 1969 earnings by Operating Engineers in San Mateo County was not up to par. The 1970 picture does not look any better, what with Nixon's 75% cut back on federal construction programs and Reagan's determination to do Nixon one better at the State level.

There is little or no heavy dirt work currently going on and not much scheduled for 1970. Building construction, especially at the San Francisco Airport is, however, booming. But even this will be poor by next June or July.

We must try harder to keep from losing the forklift and similar hoisting devices. Now that there is no longer a National Joint Board to police the raiding tactics of other crafts, we face a serious problem. Many other crafts are daily claiming such hoisting machines as a "tool of the trade". We may have to start carrying carpenter, plumbing and electrical tools as "tools of our trade".

We are saddened to hear of the illnesses and bad luck of many Brothers in this area and hope 1970 will be a better year for them.

Brother Homer Milam's boy was seriously hurt in an auto accident in Texas. Brother Perry Cox is rapidly recovering from extensive knee surgery. Brother Art Foster is finally able to return to limited work. Brother George Doyle recently lost his father. Brother Dean Hogan suffered the loss of his mother.

A happier 1970 to all!

Two Senators

Ask Full Union Support For New Health Plan

Washington—Two U.S. senators have urged labor to mobilize its full strength against Administration-proposed slashes in health funds and for a system of universal health insurance.

Unions efforts in these areas, they told a conference sponsored by the AFL-CIO Industrial Union Dept., can be the difference between ending a "crisis" in health care or watching it become a catastrophe.

Sen. Ralph W. Yarborough (D-Tex.) said achievement of national health insurance "must become a prime goal of unions," Sen. Thomas P. Eagleton (D-Mo.) termed it "an idea whose time has come."

The Washington conference was attended by more than 350 representatives of union, central labor bodies and state federations. Leaders of a number of health groups also were on hand.

Although the two-day meeting took no actions and was not intended to, views expressed by speakers, panels and participants talking from the floor showed a clean consensus for:

- Enactment of a national health insurance system as the only way of achieving a "right" Congress has often spelled out—the right of all citizens to adequate medical care.

- Government action to expand the nation's hospitals and health facilities, train more doctors and nurses, control skyrocketing medical costs and increase health research.

- Greater emphasis by unions on negotiating new health plans and improving existing ones.

Yarborough attacked the Administration for proposing slashes of health funds previously urged by Pres. Johnson in a budget that "already was very austere in this area."

He cited proposed cuts of millions in heart and cancer research programs, hospital construction and modernization and loans to medical students.

"We have had a number of Administrations that didn't press hard enough for new health programs," Yarborough said, "but this is the first one I've known to seek a cutback on what we have."

Yarborough, who is chairman of a Senate subcommittee that handles health legislation, promised an all-out fight for health care and called upon unions to help him.

Eagleton, who serves on the subcommittee, said that "for now, the most important contribution that the 91st Congress can make to the nation's health is to fully fund the programs we have on the books."

He asked unions to organize "a constituency for better health care in America" that will let the Administration and Congress know "that the country cannot afford the kind of 'fiscal responsibility' that results in cutting the health budget to the bone. . . ."

AFL-CIO Social Security Dir. Bert Seidman said that national health insurance must be shaped "to meet the kind of problems we have talked about in this conference, and it is up to us to see that it does."

The program, he said, should have universal coverage and should be financed on a tripartite basis under social security with the government, employer and worker each paying one-third of the cost.

Benefits, he said, should cover hospitalization; physician services in the office, home and hospital; nursing care; home health services; psychiatric services; eye examinations; dental care; and pre-

ventive health services, such as physical examination.

The AFL-CIO, Seidman emphasized, is not advocating a government operated health system such as Britain has. "It would not interfere with the clinical practice of medicine," he said. "It would be a system for financing comprehensive health care for all Americans with incentives for improving quality, enhancing efficiency and controlling costs."

National health insurance would cost "no more and perhaps less than we are now spending for personal health services" that fail to provide adequate care for all, Seidman said.

The conference heard a description of Sweden's government-operated health program from Bengt Janzon, it's director of public information, who has been visiting the United States.

He said the hallmark of any health system should be "that the right patient gets the right care at the right time for the right cost."

Sweden's main problem in the health care field now, Janzon reported, is to develop health centers that will provide treatment away from the hospital. "There has been too much dependence on the hospital in our country" he stated.

Other conference speakers included Jerome Pollack, associate dean of the Harvard Medical School; Dr. George Silver, executive associate for health, Urban Coalition; and Dr. John Adriani, chairman of the American Medical Association's council on drugs.

A panel of authorities on bargaining for health care plans discussed ways and means of expanding such plans to bring the worker and his family improved benefits.

The panelists were John F. Tomayko, Steelworkers director of pensions and insurance, William Bainter of the Electrical, Radio & Machine Workers; Thomas C. Moore, Jr., of the California Council on Health Plan Alternatives; and Richard Shoemaker, assistant director, AFL-CIO Dept. of Social Security.

Another panel urged unions to promote and make use of prepaid group practice plans. The speakers were Dr. I. S. Falk of the Yale Medical School, Dr. James Brindle, president of Health Insurance Plan of Greater New York, and Ronald Epstein of Group Health Association of America, Inc.

Adams Elected

At its meeting on November 13, 1969, the regular quarterly membership meeting for District No. 2, WILLIAM V. ADAMS was unanimously elected to serve the balance of the unexpired term of Oakland Grievance Committeeman.

Even Stephen

Studies on labor turnover show that overall job-changing rates are about the same for women and men. In 1968, 2.6 percent of women workers and 2.2 percent of men workers quit their jobs voluntarily, according to a Bureau of Labor Statistics study.



BIG LIFT as Murphy Pacific calls on three cranes to set in place one of the huge girders being used on the Interstate 880 highway job. This one weighed two hundred and sixty-five tons and crane

operators were Bill Seeman; Les Dalen, Oiler; Ben Hutcheson, Whitey Post, Oiler; Floyd Siochon, Les Mears, Oiler. Dozer Operator Roy Bell and Deck Engineer Otis Crews were also on the job.

Reagan Highway Holdout Set At \$126 Million In 70-71

By DOUG FARLEY, AL DALTON, DAN CARPENTER, KEN ALLEN And MARTY COORPENDER

HIGHWAY 50 FREEWAY HAS "GREEN LIGHT" — An eight-lane freeway to replace the accident-ridden Folsom Boulevard has "all of the green lights," according to a top Division of Highways engineer.

State Highway Commission members recently adopted a \$782,628,000 budget for 1970-71, which included a proposal for a freeway running roughly parallel with U.S. 50 from 34th Street in Sacto. to .6 of a mile west of Mayhew Road on Folsom Blvd.

But there was some doubt as to which of the \$434 million for highway construction appropriated in the budget would actually be spent, because the commission voted to withhold \$126 million from major highway construction in compliance with a request by Gov. Reagan to combat inflation.

Earl Galligan, advance planning engineer for the division, said Monday though, that the Highway 50 project has a high priority and "all the lights are green for a quick start."

Galligan said the division expected to advertise for bids in November or December but this may be held up until January because federal funds, which have been approved, haven't been received.

"To the best of my knowledge," Galligan said in an interview, "there hasn't been any decision to hold up this project."

James Moe, director of the California Department of Public Works, has said that he will review each project before it goes out to bid. Moe said it was expected that projects affected by the move to comply with the original request by President Nixon for "voluntary reductions" in state buildings will come late in 1971.

The 6.4 miles of freeway, costing \$15,895,000 (of which \$4,959,000 will be budgeted in the 1971-72 fiscal year) includes constructing an interchange at Stockton Blvd., a half interchange at 59th St., and interchanges at Power Inn Rd. and Watt Ave.

Plans for rights of way and construction have gone ahead with the expectation of a late 1969 or January, 1970 start, according to Galligan.

Two separate contracts will be let. One will call for an eight-lane freeway to intersect with Interstate 80 and Route 99 at 34th St. and run to 65th St. Another similar freeway will run from 65th St. to near Mayhew Rd.

The new freeway would carry through Sacto. traffic over at least a half-dozen intersections that are jammed with commuter traffic each evening. Highway 50 also regularly carries a heavy load of skiers which will travel above local traffic when the new construction is completed.

DOWNTOWN AREA—Fred J. Early Co. is still making progress on the waste water treatment plant expansion project.

A low bid of \$5,645,000 was submitted, gaining the award for the work being done.

The biological filters are being constructed with precast panels.

Approximately, eighty-five sand yards of earth was excavated to start the project.

Presently, eleven engineers are working on the job with Brothers Dave Mendell as job steward and Al Miller as safety committeeman.

POLLOCK PINES AND HIGH COUNTRY—Dravos Project Management congratulates the fine work of Local 3 men who were involved with the line and grade at the junction of the two tunnels. The tunnel was done with two rubber-tired scrapers. Trams were manufactured by the Wagner Corp. The work was operated by Ken Fossum, Richard Conner, Jim Killion, John Lazar, Charles Sampson and Doug Sutterfield. Other work was also done by Joe Halkyard, Pete Crist, Jerry Kakuk, George Crogan, Walter Hepp, Pat Downey and J. C. Mathis. Engineering was furnished by Bechtel Corp. and a fine job was performed by Charles Parker, Dick Burgess and Jim Tuneman.

Present plans call for immediate changeover to a concrete program with most of the same personnel continuing on that program.

Darkenwald On Highway 50,

west of Placerville, is about to wind up their scraper work and get down to the fine grade. This company just completed a job at the Placerville airport.

Thomas Constr. is finishing a road job in Auburn along with Sutherland from Auburn. Sutherland is doing a lot of work throughout the Placer County area and just got a big housing project on Highway 49 near Grass Valley. This job should last for approximately 1½ years.

Granite's Grass Valley Freeway Job is just about completed. This company has two more jobs which will keep the Brothers working. One of the jobs is now in process.

Wages

Continued from page 1

Employees of the Steel and Tank Erectors have agreed to the following increases:

WAGES		
	Old	New
	6-15-69	1-1-70
Group 1	\$5.52	\$5.69
2	5.76	5.94
3	6.38	6.58
4	6.49	6.69
4A	6.66	6.87
5	6.96	7.18
6	7.23	7.45
7	8.20	8.45

FRINGES

	1-1-69	1-1-70
Pensions	.50	.60
Vacation & Holiday	.30	.40

Signatory employers of the Pile-driving Contractors Association are given the following increases:

WAGES		
	7-1-69	1-1-70
Group 1		
Fireman	\$5.24	\$5.40
Compressor Operator 1	5.45	5.62
Truck Crane		
Oiler	5.54	5.71
Group 2		
Tugger Hoist	5.94	6.12

See WAGE GAINS page 8



HOOK IT UP!

Labor Drive Seeking National Health Plan

Washington—AFL-CIO Pres. George Meany pressed labor's drive for a national health insurance program, terming it "the only system that will provide truly adequate health care to all Americans."

The American people deserve "the best health care in the world," but they're not getting it, Meany told a conference sponsored by the federation's Industrial Union Dept. on "The Crisis in Health Care."

The \$60 billion a year spent for health care in the United States is a larger percentage of the nation's gross national product than is spent by any other country in the world, Meany noted.

But by all measurements of infant mortality and life expectancy, the United States is falling further and further behind. "Our record is getting worse instead of better," he said.

Meany charged that medical care costs have escalated far above other increases in living costs because of an inefficient "cost-plus" method of setting hospital charges and blatant "profiteering" by doctors.

Unions that have tried to meet the health care needs of their members at the bargaining table too often have found themselves on a treadmill, Meany noted.

"Just as fast as we could negotiate money to provide more and better health services for our members," he said, "the doctors raised their fees and the hospitals boosted their charges."

As a result, Meany noted, instead of helping our members, "we have simply been making more money for doctors."

It's not long-overdue wage increases for still-underpaid hospital workers that have sent hospital charges soaring to close to \$100-

a-day, Meany said. Wages for hospital workers have gone up "only a little more than half as fast as the total costs of the hospitals."

The AFL-CIO believes doctors deserve an adequate income, Meany said but "this indefensible escalation of medical costs is depriving millions of Americans of the health care they need."

Meany noted that labor fought hard for establishment of the Medicare and Medicaid programs to help the elderly and the poor obtain health care. But "some doctors and other health practitioners have pounced on these programs as if they had been legislated as get-rich schemes for the medical profession."

Because of this profiteering, he added, the premium older people must pay for Medicare insurance is constantly going up and "the response to soaring Medicare costs has been to remove poor people from eligibility altogether and for those still covered to cut back on services."

The only answer, Meany stressed, is national health insurance. "It is one the labor movement has advanced for many years but we are more determined to achieve it today than ever before."

Dear Sir:

It is with heartfelt gratitude that I acknowledge the gift of the lovely White Memorial Bible presented to me after the death of my husband, Marvin "Russ" Sloan. It will be a treasured keepsake and also a reminder of the kindness shown me by officers and employees of Local 3.

A very special thank you to our representative Russ Swanson for the understanding way in which he rendered assistance the day of the funeral. I will always be grateful.

May I extend my best and warmest wishes for the continued success of the Operating Engineers.

Most Sincerely,
Mrs. M. R. Sloan
(Louise)
Tracy, Calif.

New Nurse Program

In response to the increasing demand for people with nursing care skills for the nation's hospitals, New York City has initiated two New Careers-type programs. These programs will provide more nursing personnel and at the same time build a career ladder from nurse's aide to professional nurse. One program trains experienced nurses' aides to become licensed practical nurses (LPN's); the other trains experienced LPN's to become registered nurses (RN's).

Slash In Highway Budget Will Hit Redding Hardest

By LAKE AUSTIN and
LOU BARNES

Dickie's Doodlers & Ronnie's Raiders have finally done it for the Redding area. We have in our entire 6 county area only 3 jobs scheduled for the State Highway Budget 70-71 fiscal year as it was released several weeks ago. There is about 6.5 million to finish financing of 2 going projects and then approximately 5 million for the three planned new starts. We hope that all of the good brothers have exerted and will continue to exert their influence on their elected representatives in Government.

Wes Kinney (steward), Joe Craig (safetyman), Everett Robinson (safetyman), Whitey Brinston, Walt Proebstel, George Caton, Warren Wallers, L. B. Hastings and Louis Kinas are among the brothers still remaining on the Gordon H. Ball job north of Yreka. This job is currently back to 1 shift with the end of the dirt moving in sight.

Hughes & Ladd's job in Yreka and southerly is still progressing swiftly on two shifts but should be "winterized" before too long. Brothers Ken Stanko, Monroe Cordell, Floyd Hanks, Lou Bigham, Ben Caravallho, Lee Custer, Arnold Zehnle, Bob Jernigan, Calen Olsen, Tom Gay and B. M. Markovich (steward) are enjoying working this close to civilization and have enjoyed a good season up near the good deer hunting areas.

S & Q Construction Company of San Francisco, after several delays, have got with the program pretty well on their tunnel job west of Redding on the Clear Creek Tunnel bypass. They should be finishing this job shortly as they have all underground work done now and will be working on outlet works when you read this.

Gibbons & Reed, Jelco and C. Woods & Son (JV) on the Red Bluff canal job, (Actually Reach No. 1 of the Tehama-Colusa Ca-

nal) are proceeding quite well and have a lot of ground opened up for the amount of equipment on the job. This job gets pretty well stymied everytime it even looks like rain due to the makeup of the soil.

Lord & Bishop of Sacramento have scheduled a pre-job conference on the 20th of November about their bridge widening project in Red Bluff. This will entail widening of 5 bridges generally easterly of Red Bluff on Highway 36 across Interstate 5 and the Sacramento River and arm of Lake Red Bluff. We are happy to see this job coming and hope that we will be able to place some of the Brothers on it who have been on the "Out of Work" list such a long time.

A. Teichert & Son are in the windup stages of their jobs in this area now and don't have anything at all to carry any crew through the winter. J. F. Shea Company in their Redding operation is in about the same condition everything in the windup stages and nothing much to look forward to this winter unless they happen to get something else.

All of the Brothers in the Construction Industry will be getting a happy surprise on their pay checks commencing after the first of the year due to the increase in the AGC and Related Contracts for all classification in the Construction Industry. I think a large Thank You in the form of a huge turn out for our next semi-annual meeting in January with appropriate response would show all of our appreciation.

Fredrickson-Watson job north of Weed is open to traffic. Pete Pace, Lee Lucas (steward), Wait Eagleman, Bill Phillips, Jake Cramer, Bill Hasking, Roy Kingery, Bob Currie and Bob Ford are helping in the finishing touches. As we write this, we are going into negotiations with Cascade Logging

Company of Redding and hope that we will be able to get another good contract for our new brother members in the Logging Industry. We realize that there is misunderstanding as to the benefits of "going union" but we think that a lot of this is now being resolved and that a great deal of good can be accomplished by collective bargaining in the logging industry.

All of us here in the Redding area take this opportunity to wish you all a very, very Merry Christmas and a happy and fruitful New Year. We just hope that all of our Brothers in this area enjoy a bountiful New Year.

Takes Talent

That drive-in restaurant order for a quick family snack takes a lot more doing than the consumer may realize. A food-service chain with a Labor Department contract for training the hard-core unemployed stated a need for eleven different types of food-service personnel ranging from cooks to "to-go" waiters.

Veterans' Rights

Since the beginning of World War II, qualified veterans who left their jobs to enter military service have received aid in connection with their re-employment rights. The program is presently under the Labor Department's Office of Veterans' Reemployment Rights.

New Course Set

The U.S. Department of Labor and George Washington University, Washington, D.C., are developing a unique course of study in the manpower field, which will lead to a degree of Master of Science in Administration. Course content is especially designed to meet professional development needs of Government personnel involved in the manpower field.

Finds Top Sport Chasing Salmon

By HAROLD HUSTON, District Representative and Auditor

It is always a pleasure to talk to one of the "old timers" in Local #3 who has retired and is drawing his pension. We find they are very busy fishing, hunting, boating, golfing and many other sports which are too numerous to list. Many are also busy helping others.

The "old timers" are real proud of their union and the many benefits they now enjoy through the efforts of Business Manager and International Vice President Al Clem and the rest of the team of officers.

In talking to Brother Lou Giffen who lives at Oroville he wanted to tell and show his picture to the rest of the good brothers what kind of a fisherman he is. By looking at the picture of the fish he caught, he is just as good a journeyman at fishing as he was when he worked at the trade. The following fish story was written by journalist Brother Lou Giffen.

A RETIREES FISH STORY

"I am living at Oroville, California. My wife is manager of a trailer court and I help her when she will let me so that when I get the call that the fish are biting where my two sons live, I load up the camper and take off for my salmon fishing trips. So far we've been lucky and got my limit, 3 salmon per day.

"I arrive at Brookings, Oregon, my oldest son lives here and fish a couple of days, then off again for the youngest son's home at Waldport. As soon as the weather is right so we can get over the bar at Newport we go out into the ocean. He has an 18 foot outboard Glasspar and we are out at daylight and come in at dark or when we get our limit of fish.

"My Granddaughter and Daughter-in-law are great sports themselves both fishing and hunting.



Brother Lou Giffen

"When you get a big fish on the line it's no small job to land it. It takes 15 to 20 minutes of hard fighting. We have been using anchovies for bait. Finding the depth the fish are at takes some time, sometimes deep, other times shallow is where the fish are biting. When you hook a big one they take off and run, the reel just sings and when the line is slack reeling as fast as you can to keep the slack out. The silvers are smaller and you can work them in easier and better but the big ones is the sport of landing.

"My wife is not against fishing but she says not on the ocean for her, she needs one foot on dry land. Anyway I am waiting for the next fishing trip to the Oregon country."

Neither Sleet, Nor Snow . . .

Stays New Style Gold Mining From Busy Day

By GAIL BISHOP
District Representative;
BUD JACOBSEN,
Business Representative; and
BOB VICKS,
Apprenticeship Coordinator

Nevada's answer to the nations gold shortage comes from the gold mines located near the thriving little community of Battle Mountain in northeastern Nevada. Nearly one hundred thousand dollars in gold is mined daily in these, which employ over two hundred Brothers of Local 3D and the list of applicants is constantly rising. The world's largest dump trucks haul the gold ore from the pits to mills. The KW Dart carries up to one hundred tons of ore and stands two stories high and weight fifty tons. Big diesel electric shovels and Cat 992 front and loaders load out the trucks while dozers feed the giant crushers 24 hours a day. Neither rain, snow nor freezing temperatures hinder these operations from running around the clock every day in the year.

Generation after generation of miners devote their lives to working in these remote mines. Having been recently organized by a team of Local 3 officers, the miners are now enjoying better times, better working conditions and are looking forward to bigger and better contracts.

The work situation in Nevada is slowing up to some extent. Most of the underground work in the Lake area shut down to one or two spreads, so that if the weather gets bad, they will have less trenches open.

M-K and Byars Construction (Joint Venture) are working in

Incline Area. Valley Engineers is still in the Tahoe Vista area, with Dorfman Construction still hammering away in the same area—a tough job!

Hyland Contractors is going to start one 606 backhoe on their job in Sunnyside, west side of Lake Tahoe.

Frontier Construction is about finished with their Meyers job, but are still going fairly strong on the Tahoe City job.

Glanville Construction is cleaning up and doing the final stages on the Tahoe City Sewer Plant.

Sanderson, Gebhardt and A. Teichert & Son are still going strong furnishing material for the underground work in the basin area.

R. Helms Construction Company is about finished with the Spooner Job, also the paving on the Rogers Job in Washoe Valley. Helms is doing a lot of street work in Reno and Sparks areas. Most of the Paving will come to a complete halt as the weather temperatures are getting cold, ranging in the low 20's to 60's daytime.

Mentzer Detroit Diesel has been getting their new shop rigged out pretty well, which makes it nice for the members to work in, very convenient.

Sierra Engineering going full blast, building ski chairs for the new areas in the Incline Village.

A. Teichert & Son has moved several rigs in on the Gardnerville job. This will keep quite a few of the Brothers busy, at least until the storms start.

Hughes & Ladd are trying to finish the Kinsberry Job before Christmas. They have 15 Engineers working.

High Cost Of Labor?

Milwaukee Study Lays Myths In Home Costs

Milwaukee—Construction labor costs on a \$21,200 three-bedroom house in this area run about \$3,444—or 16 percent of the total, a study by the Milwaukee Building & Construction Trades Council revealed.

The study was conducted in cooperation with a Milwaukee building contractor in an effort to establish the facts on construction costs and refute charges that labor costs are responsible for the high price of housing, the council said.

Pres. John Zancanaro of the trades council said "the rising cost of materials, the soaring cost of land and particularly exorbitant interest rates have become the principal factors in the inflated prices of real estate today."

The \$21,200 cost of the test home included the \$5,000 price tag of a typical lot for such a house in the Milwaukee area.

Zancanaro said a precise account of the number of manhours needed to complete the home by skilled union craftsmen totaled 506%. This included the installation of outside sewers, the driveway and the landscaping.

The findings of the study shattered the widespread myth that labor is the major factor in the cost of home construction, Zancanaro observed. He said there appears to be a general misconception that labor costs account

for more than 50 percent of the price of a new home.

"Despite wage increases, we have been able to reduce the actual labor cost in home building through qualified union building mechanics and laborers who have reduced production time to a minimum," he stressed.

Here is a breakdown of the construction labor costs compiled in the study:

Type of Work	Man-hours	Wages & Fringe Benefits
Excavating	4	\$ 25.00
Footing and bas flooring	17	101.69
Basement	36	239.52
Carpentry	217	1,422.40
Cutters and heating	20	138.20
Roofing	7	44.24
Electrical	32	213.12
Plumbing	42	301.14
Outside sewer	5½	32.72
Painting	72	454.07
Tile	6	37.80
Driveway and landscaping	48	277.20
(Social Security)	—	257.77
Total	506%	\$3,444.37

Law & Order Work Pool

Servicemen who are within six months of discharge will be offered training as police recruits under a new Manpower Development and Training Act Program. The program, which is designed to relieve the critical shortage of police manpower, will operate until October 1, 1970. Soon-to-be-released servicemen will be trained by junior colleges and other police science institutions under a subcontract with the International Association of Police Chiefs, Inc.

New Shake Proof Buildings Might Be Tested In 70's

If California really does start "shakin' away," as seers and astrologers have predicted, hundreds of San Francisco Bay Area office workers may have the best—and safest—seats in the state to watch it from.

They will, that is, if the legendary quake holds off long enough for two revolutionary new high rise buildings—one in Berkeley and one in Mountain View—to be completed. The buildings, both 12 stories tall, are being constructed "upside down," with the floors suspended by steel straps from two huge towers. Since the floors are suspended rather than attached to the core towers, they are free to jiggle and move with the force of an earthquake, instead of cracking and crumbling as they might in a conventional building.

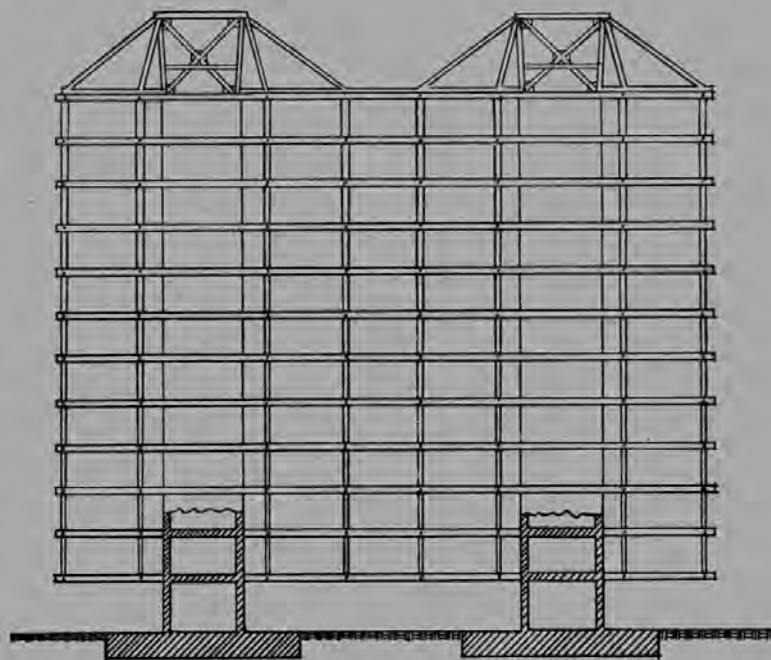
The unique suspension system of construction is the brain child of a couple of outspoken Palo Alto architects and a mathematician who has applied his science to the solution of problems in the construction industry. The architects—David Termohlen and Bryce Cann—direct a company called International Environmental Dynamics, usually shortened to IED. John Conte, the mathematician, developed the suspension system and obtained the patent held by IED.

When the IED buildings are completed, they appear the same as buildings constructed with conventional techniques. They are "upside-down" only in the sense that the top floor is suspended in place first, with construction proceeding downward until the bottom floor is suspended last. It would even be possible for tenants to occupy the upper floors before lower floors were in place, since all elevators and stairways are inside the two concrete towers.

To prove the earthquake resistance of their building design, Termohlen and Cann contracted for their building to be "run through a computer." Mathematical models of the building were prepared, and computers subjected the design to rigorous tests to determine what would happen to the building during earthquakes of varying intensities. Results of the computer tests—carried out by scientists of Philco-Ford's Western Development Laboratories—showed that the IED building would survive a severe earthquake with no permanent deformation of the structure. In fact, the computer tests showed that the IED-designed building would sustain approximately 20 times less earthquake "loading" during a severe earthquake than a building constructed with conventional rigid floors and column supports.

Earthquake proofing is only one objective IED hopes to achieve with its building design. The total concept of the building designed by Termohlen, Cann and Conte includes the use of new and exotic, high-performance materials. These materials—manufactured and assembled in factories—weigh and cost less than conventional materials used for floors, ceilings, walls, movable panels, and curtain wall for the exterior of the buildings. Many of these materials are by-products of the aerospace industry. Developed for high performance and long life, the materials are virtually impervious to fire and weather damage, and can be installed far more quickly and easily than conventional materials used for years by the construction industry.

"We want to help get the construction industry up out of the



THIS DRAWING shows how the IED building is suspended by steel straps from the two central cores. Computer tests have shown that a building constructed in this fashion has far greater resistance to earthquakes than conventional buildings.

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mud," Termohlen and Cann say. "The construction industry has been extremely slow to accept and adapt new techniques and new materials. Most buildings today are being constructed in the same slow, expensive way they were 30 years ago. Every other industry has developed new technologies, new skills, and more efficient methods. The construction industry has virtually stood still," Termohlen said.

Termohlen and Cann reinforce their arguments for change in construction techniques with some sobering thoughts. "The United States, and the world, is rapidly using up its natural resources. Right now there is not enough raw material in the world to rebuild our cities and meet the needs of expanding populations if conventional building techniques are used. We will simply run out of steel long before the job is done. We've got to find new materials—engineered and made by man—to fill the building needs of the next few decades."

And the IED architects are not

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limiting themselves to bringing about a new way of thinking in the construction industry. They are also taking on the jungle of confusing and antiquated building codes established over the years by state, county and city governments. These codes, they say, were written to apply to conventional buildings and impose serious restrictions on new techniques and methods of construction. Where Termohlen and Cann have had a chance to explain their concepts and materials to regulating boards, codes have been amended to allow construction of the new buildings, with equal or better safety standards.

If Cann and Termohlen have their way, IED's suspended buildings will soon be rising—or "hanging"—throughout the United States and in other countries as well. IED is actively seeking new materials and even newer techniques to cut costs, save time, and conserve natural resources while helping to meet the growing need for more and more new buildings to live and work in.

Social Security & You

Many an age 65 social security beneficiary in the San Francisco area has experienced a new type of medical service which was unheard of before the advent of Medicare. It is a medical benefit provided for under the hospital coverage of Medicare. It is described in the social security law as post-hospital extended care service.

This post-hospital extended care becomes a reality when the Medicare beneficiary's doctor decides that the intensive care of the hospital is no longer necessary, but the beneficiary still requires around-the-clock skilled nursing attention. At this point, the doctor arranges for the beneficiary to enter a specially qualified health facility which is staffed and equipped to furnish full-time skilled nursing care and other related health services. This health facility is referred to as an extended care facility.

To qualify for extended care benefits, the Medicare beneficiary must have been in a regular hospital for three days or longer and be admitted to the extended care facility within fourteen days after discharge from the hospital. His doctor must determine that the post-hospital care is needed as further treatment of the condition which required the hospital confinement. The extended care benefits are not designed to help pay for custodial or personal care in a nursing home. Extended care services cost less than hospital care, and they free hospital beds for those beneficiaries who need the intensive medical attention hospitals provide.

Local residents who wish additional information should contact their nearest social security office. In San Francisco, offices are located at 303 Golden Gate Avenue, 761 South Van Ness Avenue, 145 Columbus Avenue and 5815 Third Street.

What A Diploma Means

Education pays some of its dividends in higher wages, says the U. S. Department of Labor. A person with an eighth grade education can expect to earn about \$246,525 during his lifetime, but if he can get a high school diploma, his earnings increase by 38 percent to \$340,520. The college graduate can average 59 percent greater income than a high school graduate for a lifetime total of \$541,911.

On The Safety Side



By DALE MARR
VICE PRESIDENT & DIRECTOR OF SAFETY

Last month we discussed with you briefly some of the unusual approaches and techniques used in researching the recently completed Stanford University study on safety in the construction industry. This month we would like to examine one of the first and most significant findings in this study.

Two questions were asked to determine whether an individual employee (non-supervisory) stays with or returns to an individual employer enough during a period of time to justify the expenditure of funds for his safety training.

Results showed that 63% of the Operating Engineers had worked more than six months, and 49% had worked more than one year with their present employer. "After six months," the study stated, "an employee should be considered as an effective and productive worker of any company." In this light, it is significant that 63% of all Operating Engineers worked at least 1056 hours over the last year for their present employer, (and this) only considering an eight-hour day, five-day work week, which is by no means normal in construction. Although short time or transient employees do exist, this is not the common case with Operating Engineers.

Carrying the point of employment length a step further, the study asked the question "Have you been hired by your present employer more than once in the past five years?"

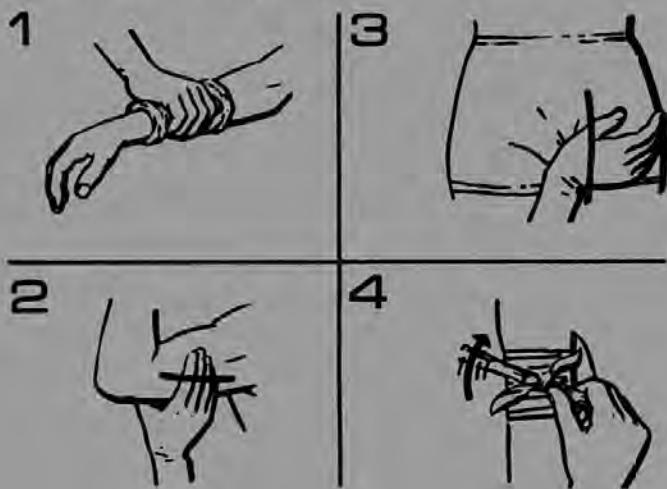
Cross correlation of this question with the above answers showed that 57% of all Operating Engineers worked one year or longer for their present employer out of the last five years; 20% worked five years out of the last five years with their present employer. The study's author, Lance William deStvolinski, felt that these findings completely rebuts the contractors' stock answer on safety training, "Why should I train them? They won't be with me that long."

He felt that on the basis of these findings, the Operating Engineers are with an individual employer over a sufficient length of time to justify a substantial investment in safety training.

Working the above figures out further on the basis of employment in years, it was found that on an average all Operating Engineers worked 20% of the last five years, or 220 days with their current employer. Those that have been employed at least one year worked an average of 50% of the last five years, or 550 days with their current employer.

In light of the above findings the author felt that "considering the substantial gains to be made by reducing lost time and minor accidents, it seems only good business that investments be made in the safety training of individual Operating Engineers."

Other unusual findings documented by this important study deal with the preference of Operating Engineers for certain employers and the reasons why. Next month we will examine this aspect of the Stanford study.



SEVERE BLEEDING

Place a pad of the cleanest material available over the wound and apply firm pressure until the bleeding stops. See figure 1 above. Then bandage the pad firmly.

When blood is spurting from a wound on an extremity, direct pressure alone may not be enough to stop the flow. Apply additional pressure between the wound and the heart with your fingers or hand as shown in the pressure point chart.

In all cases of severe bleeding the victim should be treated for shock, which we will talk about in the next issue. A tourniquet (see figure 4) should be applied only in cases where an extremity has been severed or severely mangled. Wrap a strong, wide piece of cloth around the upper

See SAFETY page 9

Slate \$37 Million To Build New City In Mills Junction

By A. WHITAKER, J. NEELEY, T. BILLS, W. LASSITER, D. HOYT and K. LEISHMAN

Winter has at last hit us hard here in the Ogden area, however, we are still not looking too bad for this time of year.

Industrial Const. Co. is somehow continuing to operate on the Echo Henefer Freeway. Bro. Bud Williams is pushing the job.

Several small building construction jobs are going ahead despite the weather. Oakland Const. Co. was awarded the contract on the new LDS Temple in Ogden. There is still quite a bit of activity up on the Weber State Campus.

Homan & Lawrence Eng. Co. of San Francisco has just completed a slip-form job on a silo complex at Little Mtn. for Great Salt Chemical Mineral Co. There were 12 silos together which measured forty feet in diameter, eighty seven feet high and 10 inch thick walls. They started on a Monday at 8:00 a.m. and completed the job Saturday nite. We had twelve members employed on a three-shift basis.

Again we had a very nice district meeting, Dec. 5th, here at the Ogden hall with all the seats occupied. Many of the members are still commenting on Bro. Marr's speech in which he spoke of our future problems, what we must do to hold our own in the years to come. The Brothers were also much interested in Bro. Hope's report on the BART system in the Bay area.

We were pleased to see so many of our retired members present at our district meeting. There is no question that we can all profit from their many years of experience in the trade. After many threats of breaking the camera with their pictures, the "old-timers" consented to having their photographs taken, with the addition to their group of two "youngsters," Vice Pres. Marr and Secretary Hope. We would like to thank the retired members for their attendance and their valuable support and to extend to them an invitation to next year's meeting.

Strong Company, Springville, Utah has been busy on their job at the Ferron Dam this fall. They have been keeping about 20 Brothers working, but with winter and cold weather on us now the job has slowed down considerably.

The hardest problem on the job so far has been digging a trench through the creek bottom to seal out ground water. It has been impossible to dewater the trench.

Industrial Engineering and Equipment, Los Angeles, was subcontractor on the trench and sealing. The company was using a Lima crane with an eight-yard dragline bucket to dig a trench the width of the bucket down to bedrock which is as much as 85 feet below the surface.

The company, which specializes in projects of this type, used bentonite to stabilize the walls of the trench, which would otherwise cave in. The material is clay and gravel and wouldn't be able to hold vertical walls without the bentonite. Bentonite has a specific gravity of around 140 pounds and is able to hold the walls and it does not settle out of the water.

Industrial Engineering also was using slurry pumps to make the underground seal above the dam. The slurry trench has been finished and backfilled and with no more problems Strong Company hopes to get into full swing next spring. They are shooting for a completion date of June 1971.

John Strong is project manager, Brother Jay Fullmer is superintendent, and the dirt foremen are Don Keele and Glenn Lowder.

There will be three types of material used on the dam, Zone 1-2-3. Zone 1 includes about 741,000 cubic yards of clay and minus five-inch rock, all to be handled by a belt loader. The clay is minus 200 screen, and will form an impervious core seal for the dam.

Zone 2 on the dam will include 1,260,000 cubic yards of minus five-inch rock and sand from a ledge west of the damsite and south across the canyon from the source of the Zone 1 material. The haul will be less than a mile, and the material will be handled by a Cedar Rapids loader now on order, which will have a double-deck vibration grizzly.

Zone 3, the riprap, will consist of rock from five inches to three feet in diameter. About 387,000 cubic yards of the material will be placed on the upper surface of the dam.

NEW TOWN PLANNED FOR UTAH - Terracor, a Salt Lake City based firm specializing in "community building," has started construction on a new town on land it has acquired near Mills Junction, Tooele County.

The new development is expected to house 40,000 persons by 1985. The development will be known as Stansbury Park, for Captain Howard Stansbury, an early explorer of the area. Terracor has acquired through purchase contracts and options over 15,000 acres of land.

Terracor anticipates that the

completion of Stansbury Park will require an investment of some \$37 million dollars. This figure includes the cost of providing recreational facilities, roads, sewer and water systems and land acquisition. Home construction in Stansbury Park will represent an additional \$240,000,000 of investment by homebuilders. Some homes will be built by Terracor through its subsidiary, Terra Construction, and other units will be built by private builders who will be encouraged to assist in the development of the area.

Stansbury Park will be located 25 miles—and about 25 minutes—west of downtown Salt Lake City on U. S. Highway 40, now under construction as Interstate 80 West. It will be convenient to major industries in Salt Lake Valley and to federal installations in Tooele County, and less than 20 minutes by car from Salt Lake International Airport. The land lies in two parcels, one on the valley level, the other rising by stages into the Oquirrh Mountain benchlands. On the east, the higher forested slopes of the Oquirrh, much of which is controlled by the Bureau of Land Management.

Stansbury Park planners have worked with County and State planning agencies with zoning and protective covenants carefully coordinated to protect residents against unwanted encroachment. All residents will be members of the Stansbury Park Association which will own and maintain their own 18-hole golf course, clubhouse, 97-acre sailing lake and other recreational facilities.

All neighborhood streets are designed to keep traffic moving slowly for the safety of children. Children will be able to walk to schools—never more than half a mile distant—on footpaths that never cross a major street.

According to statistics of the Utah State Planning Program, by the year 2,000, Utah's population will increase by 70 percent. It will leap from 1,208,000 in 1970 to 2,050,000 just 30 years later. In the next decade alone, Utah will need 154,000 new homes and apartments and over 97,000 of these units will be needed in the area known as the Wasatch Front.

14 YEARS AS A JOB STEWARD FOR KENNECOTT—Joe Badovinatz has resigned as the Chief Steward at Kennecott Copper. We believe Joe has done an outstanding job serving for 14 years as a Job Steward and Chief Steward in representing our Brothers at Kennecott and we would like to extend our thanks to him. Also, in behalf of all the

See UTAH page 9

Power Shovel King Leaves Top Record

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

A man thought to have loaded more material by power shovel than anyone in history retired October 31. Clarence E. Stubbs, electric shovel engineer at Kennecott Copper Bingham Canyon Mine, moved 51,543,000 tons of muck, conservatively estimated, during his 41 years behind the controls. But his associates believe a more accurate estimate of his tonnage would be nearly 63 million tons. He worked 11,454 shifts—his first 30 years without missing a shift—and his average, considering the range in shovel size from 2 to 15 yards, plus his exceptional productivity, would be about 5,500 tons per shift, they estimate. That would fill 1,259,940 standard 50-ton gondola railway cars, making a train 11,931 miles long, or long enough to reach unbroken four times across the U.S.

When Mr. Stubbs first started, the shovels were



Brother Clarence E. Stubbs

operated by steam. He saw them converted to electricity and then new electric shovels replaced the converted ones. During that time he has operated shovels ranging in size from 2 yards to 15.

"He always exceeded production targets by maybe a third, was never injured, left a beautiful grade and smooth bank. In fact, he's a 100%-plus employee. We'll miss him," commented a supervisor at Kennecott.

Hawaii's Best Year

By WALLACE K. LEAN, BERT H. NAKANO, WILFRED K. BROWN and KENNETH M. KAHOONEI

Our best wishes for a very Happy New Year to all of you from the Hawaii District Representative, Business Representatives and office staff . . . "Haole Makahiki Hou".

Farewell '69, it has been one of our best years. We have had an abundance of work and unemployment almost unheard of. Within this significant year, the new Hiring Procedure had gone into effect in Hawaii to better serve our brother members. The Health and Welfare Trust Fund for Operating Engineers which includes a Dental Plan, Prescription Drug Plan, Vision Care Plan and Life Insurance became effective during this past year. And for the second time, our members here have enjoyed receiving a Vacation/Holiday Fund. It has been a prosperous year for all of us.

We have had a successful year in acquiring new agreements. At this writing, we have had twenty nine new agreements, four renewal agreements and one re-opener agreement negotiated. We are presently negotiating with State Tile for a three year agreement. Members on the Negotiating Committee are Brothers Gilbert Tanouye, Charles Santiago, Rodney Campos, Charles Waihilani, Obed Brown, Espilito Jose, Francis Pahia and Steward Eugene Medeiros. The Union's proposal presently under consideration by State Tile includes the conversion from the present month to month medical plan to the Hawaii Health and Welfare Trust Fund for Operating Engineers which includes the Dental Plan, Prescription Drug Plan, Vision Care Plan and Life Insurance for our brother members and their families, pension increases, an improved formula for accumulated Sick Benefit, additional holidays, wage increases, etc. In the very near future, we will be negotiating with American Trucking Co., Ltd., Kam's Express, Inc., Shield Pacific, Ltd., Volcanite, Ltd., Dawson Corporation (Honolulu) and State Transport.

We are presently engaged in an organizing drive at Hawaiian Equipment Company and H. Harada Contracting, Inc. Hawaiian Equipment Co. employs approximately thirty employees and is an equipment dealer in Honolulu. We have held several meetings with the employees and have filed a petition with the National Labor Relations Board. Pre-hearing conference to be scheduled shortly.

H. Harada Contracting, Inc., a general contractor in Hilo has fourteen employees. NLRB election is scheduled to be held on December 3, 1969. Although the Teamsters Local 996 has intervened, we are in hopes of winning this election. We work in the construction industry and the industrial industry and have established good wage rates, fringe benefits and working conditions for our members here in the State of Hawaii.

REALITY OF H-2 AND H-3—
The first phase of the H-2 Freeway system has been awarded to Urban Construction Company. With Urban Construction Company completing the largest of its sub-division projects at Hawaii-Kai, this is welcomed work. We look forward to seeing Steward Eddie Lagronio and his crew moving over to the H-2 project.

Also the first phase of H-3 Freeway system has been awarded to Hawaiian Dredging & Con-

See HAWAII page 13



By GUY JONES

Western Pacific Dredging in Eureka has had extra work added to their job on Hurlboldt Bay. This job has kept three shifts busy throughout the past months.

Hydraulic Dredging have cleaned up their Sacramento River Lock Job for the Corps of Engineers and are storing their equipment in their Pittsburg Yard. Most everyone on this job was laid off at this writing.

Olympian Dredging was low bidder on Treasure Island Clamshell Job for the Navy. This looks like four months or so work and will be on three shift basis. Old-time dredgerman, Joe Lemas is heading up this job.

Umpqua Dredging are working three shifts on their Clamsell Dredging Job. This job will be going for quite some time and the work is being done for the Port of Oakland. Erster George Kiefer is Job Steward.

Utah Dredging is keeping a maintenance crew at their Stockton Yard, hoping some work will be breaking the first of the year.

Shellmaker Dredging have recently completed their clean-up job on the 3-Mile slough in the Stockton Area. This job has been done for Granite Rock Construction so their large sand barges will navigate through these small channels. Shellmaker will be moving a small force to California Aqueduct. The job is outside Fresno.

A five-year study of a proposal to increase the depth of the Sacramento River deep water ship channel will be made by the

Corps of Engineers, Rep. Harold T. Johnson, D-Calif., said.

Johnson said the \$350,000 study to consider deepening the channel from 30 feet to 40 was authorized by the House Public Works Committee. However, funds for the project will have to be appropriated, he said.

Johnson, a senior member of the committee, said he and Reps. John E. Moss and Robert L. Leggett, both D-Calif., had requested authorization of the study.

An unexpected legislative review of the proposed Southern Crossing bridge between Alameda and San Francisco will be undertaken "as soon as possible."

State Sen. Alfred E. Alquist, D-San Jose, chairman of the Senate Transportation Sub-committee, said his group will investigate impact of the proposed bridge on the Bay Area Rapid Transit District, smog, traffic congestion and future freeway plans.

The location and design of the bridge have been under question for a decade. Conservationists recently have attacked its possible effect on rapid transit use and further degradation of the environment through increased auto use.

Cost of the bridge from India Basin in San Francisco to Alameda are estimated at \$412 million.

There is a rumor making the rounds in Washington, D. C., that a man complained to police that \$30 worth of groceries had been stolen from the glove compartment of his car. It obviously wasn't filled to capacity.

Wage Gains

Continued from page 4

Compressor Operator (2 to 6)	6.08	6.27
Group 3	\$6.26	\$6.45
3A	6.51	6.71
4	6.86	7.07
5	6.95	7.16

FRINGES

	1-1-69	1-1-70
Pensions	.50	.60
Vacation & Holiday	.30	.40

In addition, members of the following 7 Associations will grant fringe increases to Operating Engineers with wage increases to follow later this year:

Nevada AGC	1-1-69	1-1-70
Pensions	.45	.50
Hawaii AGC	9-1-69	1-5-70
Pensions	.30	.42½
Technical Engineers	1-1-69	1-1-70
Pensions	.50	.60
Vacations		.10
Employees of 3 Material Dealers Associations will receive:	1-1-69	1-1-70
Pensions	.45	.55
Employees of the Scrap Iron and Materials Institute Association will receive:	1-1-69	1-1-70
Pensions	.45	.55

SHADES OF A BYGONE ERA are reflected in this 1909 photograph of the crew of the clam shell dredge "Old Grand Island." Seems the township of San Mateo had decided to extend its boundaries by reclaiming part of the bay and the C. A. Hooper Lumber Company's own dredge was called in to handle the levee work. Brother S. J. Stokes, 5th from left in the picture and now 85-years young and retired since 1956, provided the photo. Brother Stokes also pointed out that wages in those "golden days" were \$40 and \$45 a month and "found" for a deckhand and foreman and that a leverman could make the handsome sum of \$70 to \$75 per month with found. Of course, the deck crew had to work an extra four hours on Saturday to pay the leverman's salary and the work week was 12 hours a day, six days a week. Brother Stokes started his dredging career in Seattle in 1906 and remembers the first dredging union that was formed in 1911, then known as the International Union of Steamfitters. He recalls that Henry Huntsman and Capt. Roberts of Oakland were two of the original founders. Still hale and hearty, Brother Stokes resides at 3640 Kirkham St. in San Francisco and would like to hear from some of his former dredging brothers. His phone number is 664-9335. Crew members in the above photo (l. to r.) include Tony Moore, blacksmith; Bill Smith, deckhand; Jim O'Neal, fireman; G. Csoman, contractor's son; Jack Stockes, leverman; Ned Devine, leverman; Bill Barret, deckhand; Gus Ekstrom, deckhand and Paul Bonson, cook. Hunkering in front with the dredge mascot is Carl Lund, blacksmith helper.

STEWARDS SPOTLIGHT

J. B. Jennings and Fran Walker

JOB STEWARDS APPOINTED

Week Ending October 31, 1969			Week Ending November 28, 1969		
Dist.	Name	Agent	Dist.	Name	Agent
1B	Eugene Killian	A. J. Hope	1	Joe Thompson	A. J. Hope
1C	Louis B. Ortega	A. Smith	4	Zack T. Keck	R. Cooper
6	Boo Baxley	H. Huston	7	Charles Bowen	L. Austin
6	Adrian Hensen	H. Huston	7	Leonard Nelson	L. Austin
10	Ken Cox	R. Swanson	10	Marvin Baswell	R. Swanson
12	Sam Colonna	A. Whitaker	11	Folger Peterson	G. Bishop
12	Grant A. Evans	A. Whitaker	11	R. D. Duarte	G. Bishop
12	Ronald Barney	A. Whitaker	11	Neil Johnson	G. Bishop
			12	Hugh H. Davis	A. Whitaker
			12	R. Archibueque	A. Whitaker
Week Ending Oct. 31, 1969			Week Ending November 28, 1969		
Dist.	Name	Agent	Dist.	Name	Agent
2	Branden Crandell	N. Casey	3A	Ber Stoner	W. M. Talbot
2	Doyle Stevers	N. Casey	3A	Tommy Sevedge	W. M. Talbot
9	Alfred J. Hurt	R. Skidgel	3A	John DeJong	W. M. Talbot
9	Bob Marr	R. Skidgel			
Week Ending November 14, 1969			Week Ending December 19, 1969		
Dist.	Name	Agent	Dist.	Name	Agent
1D	George Koa	H. Lewis	9	Jerry J. Ziller	R. Skidgel
1D	Joseph Lorela	H. Lewis	11	Phillip M. White	G. Bishop
1D	Berny T. Fagg	H. Lewis	11	William Deighton	G. Bishop
4	George Duncan	R. Cooper	12	Irvin W. Snow	A. Whitaker
4	Robert Parker	R. Cooper	2	Paul Boles	N. Casey
Week Ending November 21, 1969			Week Ending December 19, 1969		
Dist.	Name	Agent	Dist.	Name	Agent
5	Ardian Crose	C. Odom	2	James Gale	N. Casey
5	John Taylor	C. Odom	1-C	Carroll R. Bell	F. D. Allen
5	Charles Trost	C. Odom	11	Daniel Bloor	G. Bishop
5	Thomas Taccone	C. Odom	11	Howard F. Tyler	G. Bishop
5	W. K. Park	C. Odom	11	Emo W. Green	G. Bishop
7	Gene Hill	L. Austin	11	Ronald Rhodes	G. Bishop
7	Charles L. Carter	G. Bishop	11	Woodrow J. Raber	G. Bishop
11	Lenny T. Fagg	G. Bishop	11	Harold P. Jeppson	G. Bishop
11	Robert Rogn	G. Bishop	11	Jim Bolbs	G. Bishop
11	Sherwood Hall	G. Bishop	11	Robert L. Tarwater	G. Bishop
11	Phillip Williams	G. Bishop	11	Darrell Waters	G. Bishop
11	Loe Mains	G. Bishop	11	Mike Reed	G. Bishop
11	Mark R. Daly	G. Bishop	11	Paul Fred Sunquist	G. Bishop
11	Earl Nutter	G. Bishop	11	R. W. Smith	G. Bishop
11	James A. Howell	G. Bishop	11	Arvin Mettze	G. Bishop
			3	William Vierra	W. M. Talbot

SAFETY COMMITTEEMEN APPOINTED

Week Ending October 31, 1969			Week Ending November 28, 1969		
Dist.	Name	Agent	Dist.	Name	Agent
1B	Dean D. Hogan	A. J. Hope	3A	Elton Beasch	W. M. Talbot
12	Reed Frandsen	A. Whitaker	3A	V. McAnally	W. M. Talbot
6	James E. Melton	H. Huston	1A	Eugene S. Pulley	A. Hansen
Week Ending November 14, 1969			Week Ending December 19, 1969		
Dist.	Name	Agent	Dist.	Name	Agent
4	Edward Rogers	R. Cooper	2	David Hayward	N. Casey
Week Ending November 21, 1969			Week Ending December 19, 1969		
Dist.	Name	Agent	Dist.	Name	Agent
2	J. C. Doyal	N. Casey	2	Perry Thurston	N. Casey
2	Joe Vingo	N. Casey	12	Trinidad Hernandez	N. Casey
6	Vern Bartlett	H. Huston	2	M. A. Parker	N. Casey
7	Phillip Morgan	L. Austin	2	Fete Ceasri	N. Casey
7	Walt Monk	L. Austin	11	Orval Pheps	G. Bishop
9	Louis J. Brady	R. Skidgel	11	Nick Gauvilko	G. Bishop
9	Leon Walker	R. Skidgel	12	Gerald L. Madsen	A. Whitaker
11	Ed Cope	G. Bishop	2	H. J. Zehle	N. Casey
11	Dan Avery	G. Bishop	11	John A. Kaze	G. Bishop
11	Al Parlanti	G. Bishop	11	Geo Peabody	G. Bishop
11	John J. Bellinger	G. Bishop	11	Dennis Wilkins	G. Bishop
11	W. J. Raber	G. Bishop	2	Homer Areher	N. Casey
Week Ending November 28, 1969			Week Ending December 19, 1969		
Dist.	Name	Agent	Dist.	Name	Agent
3A	Les Backlund	W. M. Talbot	2	Frank H. Parish	N. Casey



*sucky
notes*

By MIKE WOMACK



SURVEY & SITE preparation for a clubhouse to serve members of SODA, an East Bay group of youngsters dedicated to providing information and assistance in combating drug abuse among teenagers in the community, was provided free through the efforts of Operating Engineers Local 3, East Bay Excavating and Murray & McCormick. Shown looking the site over are back row (l. to r.) Larry Maya, John Hall, Doug Hall, Richard Hazelgrove, Ricky Maya, Norris Casey, Oakland District Representative, Local 3; Bonnie Holeman, who originated the idea; Milton Murray, President of Murray & McCormick; and Brothers W. Martin and Larry Oller. In the front row kneeling (l. to r.) are Debora Holeman, Suzette Hall, Jim Holeman and Marty Carmo.

MURRAY & McCORMICK MONTH

The engineering firm of Murray & McCormick, Inc. has lent a helping hand to a group of young people of the Oakland area who are trying to help other young people. The firm donated the manpower and equipment necessary to do a complete survey of a parcel of land on which a teen center will be built. The Center will be used mainly by the S.O.D.A. (Sweep Out Drug Abuse) Club which brings together young people to create alternatives to a way of life dependent on drugs.

S.O.D.A. is comprised of junior high school age children and was organized last spring by Bonnie Holeman, an Oakland office employee of Operating Engineers Local No. 3, her husband Daniel and their two teen agers, Debora and Jim. The Holemans have invested a considerable amount of money, time and careful thought in the project and feel that they have gained the trust of the youngsters and generated interest in the community to deal with the problem of drug abuse rather than to passively complain about it. They aim to encourage children to turn away from drugs by knowledge gained at club meetings, and to encourage parents to be more involved in their children's activities.

There is a membership of 100 youngsters who produce newsletters, bumper stickers and informational literature on drugs and drug users. They also sponsor dances, field trips and other events designed to provide the children with opportunities to enjoy socially positive activities. Informational materials can be obtained from the club free of charge by writing to P. O. Box 387, Hayward, California 94543.

Others who have participated in assisting this worthwhile community effort are R. J. Vanier, East Bay Excavating and Operating Engineers Business Representatives Jerry Allgood and Don Luba.

SAFETY COMMITTEEMEN



Howard Kaurin
Jones-Tillson &
Assoc.



Ronald P. Nessis
MacKay & Somp



Ted Taylor
Wallace Hargreaves



Paul V. Ford
Tronoff Eng. &
Surv.

JOB STEWARDS



Marvin Foulger
Wallace Hargreaves



Walter
Matichowsky
Tronoff Eng. &
Surv.

Helicopter Team Surveys Humboldt's Jetty Project

By RAY COOPER and
GENE LAKE

JETTY JOB — The possibility of some repair work on the Humboldt Bay jetties appears good. Weather permitting, a U. S. Army Corps of Engineers helicopter team has been surveying the outer ends of the jetties in preparation for a \$5 million rehabilitation project. Another bit of goods from the Army Engineers is that \$200,000 has been appropriated for Butler Valley dam planning. We understand major planning will be completed during the 1969-1970 fiscal year. The dam when constructed will supply municipal and industrial water to the Humboldt Bay Area as well as offer flood control on the lower Mad River. We hope we can give you Brothers more information on these two much needed projects in the near future.

WINTER RAINS COMING — In spite of the usual fall rains, work in District No. 40 is still moving along. Everyone, of course, knowing this is a day to day situation. Some of the smaller storm damage jobs which were let in September have already been completed. Up at Orleans Hughes & Ladd have finished their Hiway 96 realignment job and have moved in on their slide removal job between Willow Creek and Hoopa. In another week the TS-14's will be put to work. Saunders-Eastco have all but completed their projects on Hiway 96. This is a new firm and we wish them the best of luck in the future.

Mercer Frasers' crusher at Willow Creek has been undergoing repairs the last couple of weeks.

Ray Kizer Construction Company has tackled their new job on Hiway 299 with cats & cans. This project is in the amount of \$217,000 and has a completion date in January. Superintendent, Wes Jones, however anticipates finishing in two or three weeks. On Berry Summit project the 631's

are working every day they can. The Brothers here have lost very little time due to the rains. This project is about 40% complete at present.

A little further west Fred J. Maurer & Son is subbing for Johnson Structure, Inc. who is in the final stages of their job. District No. 40 Executive Boardman, Don Dillon is the foreman on the project. This has been a tough one because the road had to be kept open to traffic at all times.

Granite Construction Company at this time is down for the winter. Most of the equipment is being shipped out to other jobs throughout the state.

The salmon hatchery at Blue Lake is moving along on schedule. The C. Norman Peterson Co. of Berkeley is the prime contractor here with Mercer Fraser Company subbing the excavation, roads, rip rap, etc.

The activity at the shops and plants on Hiway 299 has slowed down considerably. Mercer Frasers' hot plants at Essex and Fortuna are undergoing some repairs at present. Dutra Trucking has sent several of their rigs to the Los Angeles area.

Dave Wilkins at Shively and Ferndale has just wrapped up his storm damage jobs.

John W. J. Petersen, Inc. has been spread out all over southern Humboldt County from Petrolia to Harris. One more week of good weather should see the completion of these projects. This has been a good job for the Brothers—6 10's and subsistence.

Bayside Construction Company at Rio Dell has nearly completed their \$110,000 contract for removal of trees, dirt etc. Fifteen thousand cubic yards were removed from a slide area 400 feet wide by 300 feet high.

The Mercer Fraser Company operation at Garberville has been

on a day to day basis since the beginning of the rainy season.

Redwood Empire Aggregate has completed the paving of the Gasquet Freeway for Jaxon Baker, and also the street paving on the new Klamath townsite. In between the rainy days they are also still attempting to do some finish work on Piombos' Trinidad Freeway.

The Arthur B. Siri Company has started their Samoa road project and this is one job that will keep working regardless of the weather as the new alignment runs close to the ocean beach and consists of sand.

Safety

Continued from page 7

part of limb above the wound. Tie a halfknot, place a short stick on it and tie a full knot over the stick. Twist the stick just tight enough to stop the bleeding. Mark the letters "TK" and the time on the victim's forehead with anything available (pen, soot, crayon) and get him to a doctor immediately.

Unless you are experienced in such matters, *do not* remove a tourniquet once it has been applied. Leave that to the doctor.

Utah

Continued from page 7

members at Kennecott we wish to thank Joe and wish him lots of luck and happiness for the rest of his time at Kennecott.

Bill Markus is now the Chief Steward, Clair Curtis, Shovel Department Steward; Noel Page in the Crane Department, and Grant Evans and Carl Jacobson are the Stewards in the Dozer Department. These men are doing a very good job and we ask the members to support them.

Healdsburg Brother Plays Important Community Role

By RUSS SWANSON, District Representative

During these times of apparent unrest in our society, it is of the utmost importance that we become involved within our various localities, whether it be politics, city and county governments, civic organizations or school boards. We must bring the working man's point of view forward and be in a position where we can be heard "loud and clear."

The following has to do with James Voss who has been a member of Local No. 3 for twenty-eight years, having worked that entire twenty-eight years for Basalt Rock Co. in Healdsburg, as an Operating Engineer in the Electrical Maintenance section. Even though steadily employed he still has found time to be extremely active within the various school boards in the area and the following are just a few of his titles. He first started as a clerk for the Mark West Union School District and for the past two years has been its President—now serving as President of the Sonoma County Trustees Association—Chairman of the County Committee on School District Organization—a member of the Executive Board representing Sonoma, Napa and Solano Counties in the California School Board Associations—Chairman of a liaison committee to the Commission of Accounting and Budgeting and Planning within the schools of the State to recommend and advise of the needs of this area—Representative to the California State Board Association to develop and review the State plan for vocational education—member and Director of the Association of California School Districts a number of years before becoming President three years ago.

There are other titles which Jim has, but as can be seen from the above, he is in a position to be heard "loud and clear." He does make the wishes of the working man known through his working on the various school boards and committees, thus having an impact on the school publications, instructional



Brother Jim Voss

materials, family life in education and health, education guide lines and class room materials and many other areas where labor is, and should be, concerned.

When Jim was asked why he became involved, he said "With the many new laws, challenges of new programs, the parents, the professional staff, and even now the students, a board member must reach outside the home district and see what others are doing to meet the needs. Only through the friendships and contacts with Organized Labor, such as Operating Engineers Local No. 3, and many state and professional groups do I feel I can make the proper decisions."

Congratulations Jim for your concern. (Note—the more we explore the more we find members of Operating Engineers busy helping to build the "Image" of this great Local Union. . . . What are you doing?)

Credit Union Aids Training Program

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By JAMES "RED" IVY
Credit Union Treasurer

Trainees attending the re-training school at Rancho Murietta are able to apply to the Credit Union for loans to finance their subsistence while at the training site. These loans, which will be made subject to a satisfactory credit report, regardless of the applicant's prior affiliation with the Credit Union, will be extended term single payment loans with a maturity date up to 18 months from the date of the loan.

The purpose of the extended term is to give the trainee ample time to complete the course and have not less than one full work season before the due date. This is in line with the Credit Union philosophy of providing assistance without creating financial hardship. **PLEASE NOTE:** All Credit Union loans may be prepaid at any time without prepayment penalties being charged.

Your Local Union District offices in California have the necessary forms to apply for these loans and offer you any additional information or assistance you might need. The other offices will be able to offer the same service as soon as the details are worked out.

CONVENTIONAL LOANS

Members who have been actively participating in the Credit Union by allowing their vacation pay to transfer to their share account or by making direct purchase of shares, have the option of applying for conventional Credit Union loans with regular monthly payments to pay their subsistence at Rancho Murietta or for any other provident purpose. Your Credit Union still has over one million dollars available for loans and we anticipate a substantial increase due to vacation pay transfers in January to the accounts of members who have been employed under California and Utah Construction Agreements.

Those of you who have run up sizeable revolving charge accounts for Christmas gifts, etc., might well give serious thought to borrowing from the Credit Union to pay off this type of debt. The maximum Credit Union interest rate of 1% per month (ANNUAL PERCENTAGE RATE OF 12%) compares quite favorably with the 1½% per month (ANNUAL PERCENTAGE RATE OF 18%) commonly charged on credit cards and revolving accounts.

MOTOR VEHICLES

To people employed in the construction industry, owning a motor vehicle for transportation to their place of employment is almost a necessity. For this reason, we have made special efforts to save our members money by assisting them with:

1. Purchasing Motor Vehicles

(a) We have provided the Credit Union Representative in each District Office of the Operating Engineers Local Union No. 3 with dealer cost information on all new domestic motor vehicles and;

(b) A list of dealers that are willing to sell their vehicles to Credit Union members for substantial discounts.

2. Financing Motor Vehicles

(a) The Credit Union offers new motor vehicle financing to members with a ½ down payment (or the equivalent amount in their share account) at the interest rate of ¾ of 1% per month on

See CREDIT UNION page 12

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

What Is It?

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

Who Qualifies?

Members financing cars through Operating Engineers Local Union No. 3 Credit Union, or having a share balance of at least \$200.

How Are Premiums Paid?

Premiums may be paid quarterly, semi-annual or annually.

How Much Money Can You Save?

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

Will Drivers With Numerous Tickets Or Accidents Save Money?

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

Can You Be Cancelled?

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

Which Company Writes Your Policy?

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

How About Claim Service?

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

How Much Do You Save?

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

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

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

CLIP HERE CLIP HERE CLIP HERE CLIP HERE

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

NAME (Last, First, Middle)				SOCIAL SECURITY #			
ADDRESS		CITY	STATE		ZIP		
HOME PHONE		WORK PHONE		OCCUPATION			
PRESENT INSURANCE COMPANY				PRESENT ANNUAL PREMIUM		DATE PRESENT POLICY EXPIRES	



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

COVERAGES		
BASIC — Check One Box Only	<input type="checkbox"/> \$35,000 Liability 1,000 Medical Payments 30,000 Uninsured Motorists	<input type="checkbox"/> \$100,000 Liability 3,000 Medical Payments 30,000 Uninsured Motorists
		<input type="checkbox"/> \$300,000 Liability 5,000 Medical Payments 30,000 Uninsured Motorists

OPTIONAL — Check Coverages Desired			
Car No.	Comprehensive (fire & theft)	Collision (\$100 Deductible)	Towing
1	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

DRIVERS						
List Everyone In Your Household Who Drives						
Driver No.	Name	Calif. Drivers License No.	Age	Sex	Marital Status	In Last Three Years Number of Moving Violations Accidents
1						
2						
3						
4						

Signature

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

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

Marysville Boom Will Hold In 70

By HAROLD HUSTON,
District Representative
and Auditor

Marysville District Looks Ahead to 1970

As we look ahead to the year 1970 we know some of the most important things in life are health, happiness and a good job, in order for you to properly provide for your family and loved ones. The year 1969 has slipped away so fast and old man Winter has begun to set in—which we know will almost completely shut down the construction work till spring. The heavy fog, and rain in the valley, and snow in the hills have forced most contractors to secure their projects.

The State Division of Highways District 3, which has headquarters in Marysville have more than \$47 million in projects on this list which Governor Ronald Reagan will consider for his planned delay of up to \$200 million. District 3, includes Yuba, Sutter, Butte, Colusa, and seven other counties. Reagan has said he will select projects to be cut back after hearing specifically from the federal government how the cutback ordered by President Richard Nixon in federal construction funds will affect California.

None of the projects on Reagan's list are in Yuba and Sutter counties, but major jobs scheduled to go to bid in January of 1970 in Sacramento and Colusa counties are subject to the holdup. Included is the second half of "Blood Alley" a 14.7 mile section of Interstate 5 in Colusa from Williams to Wadleigh Road. The first half of the section already is under construction. The second half is budgeted at \$13,741,000.

Also included are a Butte County job budgeted at \$300,000 to stabilize a slipout on Thatcher Ridge Road seven miles north of Forest Ranch. Projects in District 3 scheduled to go to bid in the first three months of 1970 which could be affected by the cutback total some \$4,275,000.

We have written the officials in government protesting the proposed cutback in the construction industry and urge all the brothers and your friends to write. We know the more letters they receive the more pressure will be on them. They are guided by the expression of the people they represent. "LET'S HELP THEM MAKE THE RIGHT DECISION."

In addition to funds for New Bullards Bar and Marysville Dam on the Yuba River, other projects in the Fourth Congressional District are included in the Public Works Appropriation Bill. Extensive testimony before committee earlier this year by officials of the Yuba County Water Agency and others for the \$1,345,000 increase in Bullards Bar construction funds to the originally requested \$4.5 million. The request for continued studies of Marysville Dam included in the bill is \$750,000.

Other Yuba-Sutter area projects in the appropriations measure are the Bear River-Garden Bar investigation, \$78,000, and Cook Creek Stream Group studies, \$40,000. Among the largest Fourth District projects in the bill are \$4,672,000 for the Tehama-Colusa Canal. It had been requested that \$8,979,000 be allowed for Tehama-Colusa Canal.

A seven-mile section of Ridge Road west of Alleghany in Sierra County has been resurfaced and is near completion. Part of the section was reconstructed and realigned several years ago and the remaining few miles of the project



SURPRISE ENDING to last year's series of Business Agent Seminars was the presentation to T. J. "Tom" Stapleton, Recording-Corresponding Secretary, citing his efforts "in striving to fertilize with facts the fuliginous and deeprooted fancies found in the minds of the students at the Frist Local Union No. 3 Business Agents Seminar." House Counsel Larry Miller made the presenta-

tion as Treasurer Don Kinchloe (behind Stapleton) and students (l. to r.) Russ Swanson (President Paul Edgecombe in background), Harley Davidson, Don Luba, and Al Dalton. The "Certificate of Credibility" also praised Stapleton for his "unflagging sense of humor, patience and zeal. . . ."

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length are now in final stages of preparation for this resurfacing. Sutherland Construction, Inc. of Auburn was low bidder at \$123,767.70. The job is a cooperative project with costs distributed among the county, state and federal road agencies.

A six-block section of Wood Street (Hwy. 162) in Willows will be widened and resurfaced following opening of bids by the State Division of Highways. Butte Creek Rock Co. of Chico bid low at \$113,986.60 on the project. The highway will be widened from two to four lanes in the vicinity of the Southern Pacific Railroad tracks. The remaining distance between Colusa Street and First Street will be an improved two lanes considerably wider than the existing roadway.

Existing traffic signals and highway lights in the project area will be improved. Work should get underway in about a month depending on the weather. The job will require about three months.

Yuba County supervisors awarded a \$152,223.50 contract to Baldwin Contracting Co. of Marysville for street construction in a portion of County Club Park Subdivision in Linda. The job included completion of curbs, gutters and streets, and some water and sewer facilities which were never built with funds raised from an original assessment district.

The new entity at the subdivision will be known as Country Club Park Assessment District No. 2 and will mean a \$665 assessment against each of 350 lots in the affected part of the subdivision. Completion of the off-site improvements comes after eight years of supervisor meetings, court decisions and investigation by the state attorney general's office after the original project was abandoned by developers in 1961. At that time only about 35 homes were completed before the county froze some \$98,000 remaining in the original assessment district and development of the 135 acre site next to Yuba College was halted.

TENCO TRACTOR CO. MOVED TO NEW LOCATION—The Tenco Tractor Co. have completed the move of their offices and shops from Marysville to a new sales-service complex in the southern part of Sutter County near the Sacramento County line. The heavy equipment dealership was based in Marysville for many years and serves a 10 county area in the Valley. Most of the firm's employees are now working at the new site.

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All that will remain in Marysville will be sales and service for industrial trucks, such as fork lifts, and "resident service personnel." The new office and shop is located on Pacific Avenue north of Riego Road, east of Highway 70. There will be a parts delivery service to Yuba-Sutter area several times a day. Minor repairs and parts service will be available in the area, but major work will be done at the new plant.

We all take our hats off to Mr. Kenneth Beatie and Art Bristow for having one of the most modern shops in the U.S. If you are near the area it would pay you to stop by and take a tour of this facility.

By **DAN SENECHAL**
Business Representative

The new road into the Oroville Loafer Creek launch ramp has been completed by local contractor Baldwin Contracting Co. The road will not be opened to the public immediately because Baldwin is still working in the area on other phases of the recreation development. However, the old road to the ramp is still open for use by boaters.

Weather permitting the other phases of Baldwin's contract with the State will be finished in advance of the July 1970 deadline. These phases include campgrounds, sewer and water line installations and comfort stations.

Orean Construction Co. Inc. of Oroville was apparent low bidder on further development of campsites and related facilities at the Loafer Creek recreation area at Lake Oroville. Orean's bid of \$416,379 was lowest of six received by the office of Architecture and Construction, state department of general services.

Southern California Financial Corp. was low bidder on the Lake Oroville recreational development. The Company is expected to invest between 2 and 5 million over the next five years for development of resort facilities in the area. While the initial development is being geared for immediate construction for opening next summer, the state time table calls for increment development over five years. This will include a lodge visitor center complex atop Kelly Ridge in 1971.

A 50-slip marina to be moved temporarily near the spillway, and opening of a 50 acre tract for mobile homes are among the first priority projects of the Southern California Financial Corp.

The 50 acre subdivision which will include a nine hole golf course plus access roads will be on the old

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Osborn horse ranch that was purchased by the Southern California firm. The 50 slip marina, eventually to be permanently located in Bidwell Canyon, will be set up temporarily near the spillway launch ramp. Completion of construction of access roads will dictate when the marina can be moved to its permanent location.

By **ROBERT E. MAYFIELD**
Business Representative

Work in the entire area is still in pretty much full swing due primarily to the unseasonably mild and dry weather.

In Yuba City on the Onstott freeway section being done as a joint venture by Baldwin Construction, Merrill Dubach and Lew Jones activity is at a peak. At present on a two shift basis Dubach has approximately a total of 35 engineers engaged in excavating for this freeway section. Major dirt equipment for the project is all cats with multiple engine 627 scrapers and 631 B's plus 824 compactors and a No. 16 Blade doing the bulk of the heavy work.

On Interstate 5 highway A.

★ ★ ★

Teichert and Son are in full swing on their 15 miles of overlay and black top. This overlay is only a temporary set up designed to last only until the last section of Interstate 5 can be let and completed. By the time this paper reaches the press and is distributed this stretch will have the bids opened and more than likely will be awarded. A job of this magnitude is sorely needed for brothers of this area as work is lagging badly and will help take up some of the slack out of the large out of work list by early summer. Adjoining this stretch Frederickson and Watson is quite busy laying sub base rock and laying some hot stuff. Full preparations for the concrete paving which constituted the bulk of the work left to do on the 6.1 million dollar project is in progress. Further west in the coast range Varwig Construction finally completed their road job which consisted of slide removal primarily. This was a short but excellent job as many hours were worked and the brothers headed by steward Dude Roper should have saved enough to have a good Christmas.

CLEM (continued)

Continued from page 2

field, it is our humble opinion that on the political front we have not done so well and as a result of this, in this coming decade we will face tougher negotiations as management is better organized. The present political climate favors management.

In spite of the fact that we have a great number of people on the out of work list, we find that there is a number of politicians throughout the country advocating that more people be put into the construction industry. We wonder how they can justify this line of talk when on one hand they scream about the high cost of building and on the other hand they want to bring untrained people in the industry indiscriminately. We believe that everybody in this country has a right to earn a living. We are definitely opposed to quota systems of any kind. We are definitely opposed to the politicians who advocate quota systems. America's greatness was not built on the whiners and the criers. We wish that the politicians would concentrate more on making job opportunities available for everyone in America. We wonder who they think will pay the taxes if the blue collar worker is left unemployed all the time. The man who has ambition and initiative to earn a decent living for himself and his family, we believe, should not be discriminated against.

We urge you to study the voting record of your representative in government in your districts. We also urge you to attend your union meetings and any specially called meetings which may be brought to your attention. I am sure that in spite of all of the obstacles that seem to confront us, if we continue to work together we will make as much progress in the coming decade as we did in the last.

In conclusion, mark your calendar for January 10th when we will see you at the Semi-Annual Meeting. If you are unable to attend this one, be sure to attend your district meetings. If you have any ideas about how to better your union, do not hesitate to put them forth.

New \$70 Million Park Center For San Jose

By BOB SKIDGEL,
HARLEY DAVIDSON,
MIKE KRAYNICK and
JACK CURTIS
BUSINESS
REPRESENTATIVES

SAN JOSE IN THE 70's—A NEW CORE CITY—San Jose is going to be a high-rise city, like other metropolitan centers its size, almost overnight.

The biggest downtown project is Park Center, a spectacular \$70,-000,000 model of urban renewal well underway. Nine acres of underground parking, 1,000,000 sq. feet of office space, a 12 story hotel—it covers 24 acres, is the largest development of its kind undertaken by a single developer in the United States. The Peter Kiewit job is moving right along. Lou Brady is the job steward on Barnhart Construction Co.'s Community Theater project. E. A. Hathaway, Carl Swenson and Jasper Construction all have jobs going in the Park Center project. The four story San Fernando Building was "topped out" last month with Sen. George Murphy as keynote speaker, at that time it was announced that United California Bank and Bank of California will both build 13-story office buildings. The Wells Fargo and Bank of America buildings are already well under way.

Out in East Foothills, the Eastridge shopping center is booming along with Taubman as the prime contractor. James Construction Co., T & L Trenching, and Trumpp Bros. are some of the subs. Bilardi Construction is rushing the new Sears Building on King Road before the rains hit here.

Guy F. Atkinson and subs are all over town with segments of Highway 280 being completed. In fact, the Division of Highways reports that there is nearly \$50 million in highway construction work underway in San Jose area, most of it on Route 280 and Highway 17. A three-lane temporary bypass has been installed paralleling the northbound lanes of Highway 17 at the junction of 280. Work is being done by Lew Jones and Leo F. Piazza Paving Co. of San Jose under a \$4.4 million contract. Concurrent with the interchange project, work is also proceeding with the completion of grading and paving of 280 from Highway 17 to Bayshore Freeway at a cost of \$23,723,000.

First phase of the San Jose-Santa Clara Water Pollution Control Plant will be built by C. Norman Petersen Co. for \$2,846,850. This is part of the \$30 million expansion of the plant to construct new chlorination and pumping facilities and channel work etc.

The City Council also awarded Harrod & Williams a contract of \$399,227 for a modern baggage claim facility at the Airport. Plans call for a 1½ story structure containing motorized baggage carousels to be completed by next August.

West Valley College will add the third major building on its Saratoga campus. The Horne-Zuick Construction Co. of Salt Lake City will build a language arts-social science building to house a photography lab, a journalism lab and two language and speech labs.

In Sunnyvale, work is starting on a \$1.5 million contract to Wheatley-Jacobsen Construction Co. for new buildings in the Civic Center complex. They will build the new Public Safety headquarters, City Council chambers, and expansion of the City Library, which are to be finished late in the year. Lockheed Missiles and Space Co. has been awarded another \$14,000,000 contract to

continue testing the Safeguard Anti-Ballistic Missile System. In Mountain View, the new Emporium is taking shape with parking for 167 cars at basement level. That layout will keep a few of our brothers occupied until completion date next October.

Over in Santa Cruz, a million dollar private lake is being created on the bluffs above Aptos Beach. Project engineer is Bowman and Williams of Santa Cruz along with Granite Construction Co. of Watsonville are to build the improvements.

A. J. Raich Paving Co. was awarded from San Jose \$135,771 for resurfacing various streets in Santa Cruz.

We still have a large crew working on the P.C.A. conveyor belt at Ben Lomond. Heavy rains last week slowed work down, but Granite Const. Co. with Rocky Rockwell pushing the spread are getting the roads with base rock on them. This will help the crews to get to the jobs.

Granite Const. Co. was awarded a \$105,855 contract to pave and construct shoulders on Freedom Blvd., Watsonville.

Floyd Fleeman of Salinas has finished his section of Freedom Blvd.

Granite Const. Co. of Watsonville has been keeping a full crew busy in the Watsonville area. Molina, in charge of the Watsonville Shop, still has a full crew going.

Granite Const. Co. of Monterey has started the Airport Job in Monterey with Jerry Blair in charge. This is a good size job. The weather won't bother them because it is mostly sand. This is a 12-man crew.

The Sand Plants in Monterey and Santa Cruz are going full blast. Looks good all Winter.

Stockton Contractors Will Make Off-Season Efforts

By WALTER TALBOT, AL McNAMARA and KEN GREEN

The inclement weather has virtually brought the construction work in this district to a halt with a few exceptions. However, some of the contractors expect to work reduced crews on an intermittent basis wherever feasible. Although this does not solve the winter unemployment problem, it tends to alleviate the situation somewhat.

On the brighter side of the picture, all the major projects underway at the time of the seasonal shutdown, due to adverse weather, will resume operations whenever possible. The only exception is the Polish & Benedict contract on Interstate 5 which Gordon H. Ball Co. is now paving with concrete.

Because of the lack of news about any particular job at this time we will report on contracts that are expected to be bid and let for this year.

Senate-House conferees approved a \$3 million appropriation for continued construction of New Melones Dam on the Stanislaus River. Landowners and local governments along the lower Stanislaus and San Joaquin rivers tried unsuccessfully to get the current appropriation raised because of flooding last winter.

Bids will be opened January 7th on a \$50,000 project to improve drainage on Routes 49 and 88 in Amador County and the grade raising of Route 49 near Plymouth.

Also, in Washington, D.C. the

Credit Union

Continued from page 10
the unpaid balance (Annual Percentage Rate of 9%)

(b) Vehicles are financed for members with less than ½ equity (or the equivalent amount in their share account) at the interest rate of 1% per month on the unpaid balance (ANNUAL PERCENTAGE RATE OF 12%).

Please Note: Credit Life Insurance Premiums covering all insurable borrowers are paid by the Credit Union on these and all other Credit Union loans.

3. Insuring Motor Vehicles

(a) We have provided qualified Credit Union members with the opportunity to obtain group automobile insurance.

(b) This insurance, available through Sitco, Inc. of Oakland, California, is underwritten by Premier Insurance Company, a subsidiary of the Transamerica Corporation.

(c) Members purchasing insurance under this plan have reported substantial savings and we invite you to submit the completed form to Sitco at the address indicated thereon and compare the cost with your present insurance costs and see if it would be to your personal advantage to utilize this plan.

Here To Stay!

Technology poses no threat to secretaries, according to the U.S. Department of Labor. Despite new copying machines, dictating equipment, and automatic typewriters, the ranks of secretaries, stenographers and typists have been booming. In 1975, the Labor Department anticipates that there will be 3,901,040 secretaries, stenographers and typists, and that they will make up almost 4.5 percent of a work force totaling 88,660,000.

Court To Seek Early Rule On Mineral King

By CLAUDE ODOM,
BILL RELERFORD and
JERRY BENNETT

MINERAL KING WILL GET FAST ACTION: The U.S. Court of Appeals has agreed to speed up its action on a challenge to the \$35.3 million Mineral King ski resort development. The government has appealed a U.S. District Court injunction won by the Sierra Club last August which blocked the Walt Disney Productions, Inc., project in Sequoia National Forest. The appeals court yesterday agreed to call for final briefs to be filed before mid-January and to set a date for oral arguments then. Oral arguments ordinarily would not have been scheduled before 1971.

The Sierra Club charged the U.S. Forest Service awarded the development contract to Disney over four other bidders without public hearings. It also charged the Interior Department violated regulations by approving an access road route through Sequoia National Park without public hearings.

Some of the new work for next spring will be Interstate 5 from Highway 152 south and sections of the Master Drain from Firebaugh to Gustine and paving sections already graded. The Lake McClure-Coulterville area will also be doing quite well because of the recreational facilities. A large amount of work is being scheduled for Boise-Cascade. There is work planned also for Dinkey Creek and Huntington Lake and hopefully, for Hidden Dam and Buchanan Dam.

Two major hotels will be going up in Fresno. One is the Hilton Hotel located in downtown Fresno. Ground breaking ceremonies for the 192-room, \$2.5 million Fresno Air Resort Hotel at the

Fresno Air Terminal were held December 16th on Clinton Way and East McKinley Avenues. The developer is Ronald A. Smith and Associates of Fresno which has a 50 year lease on the property. The hotel and restaurant facilities will be operated by Fred Harvey, Inc., of Chicago, a wholly owned subsidiary of Amfac, the vast holding company which also owns Rhodes department stores. Construction will get under way immediately by Atwood Grove Construction Company.

We have more work on the Westlands Water District this coming spring.

Griffith Company has the contract for paving 30 miles of Interstate 5 and have completed their import operation out of the various pits. Their concrete spread is going strong with about 65% of the work left to do. With just a little help from "old man weather", they will be able to work all winter. At the present time there are 28 of the Brothers on the payroll.

Martin Company of Coalinga was low bidder on a project southwest of Avenal on Highway 41. The job consists of replacing a bridge and eliminating a series of dips. The contract went for \$159,000. Pacific Western Construction, Inc., has started their grading and paving job on the Avenal cut-off road. When this job is completed, it will eliminate most of the curves going into Avenal.

Fresno Paving Company is approximately 65% completed on their three miles of new alignment near Terra Bella. Weather permitting, they should be finished by the last of January.

R & D Watson, Inc. was low bidder on a \$249,000 contract for flood control on the Friant-Kern Canal. This should keep about 10 of the brothers busy for the rest of the winter. Their Lloyd Meadows job was snowed out on December 8th so the crew will have some place to go next spring.

A pre-job was held with W. M. Lyles Company on December 10th for their contract on Highway 41 south of Lemoore. The contract went for \$456,000 and should kick off by Christmas.

Baker & Baker has just about completed their work on the road job below Mariposa and is getting started on a new job at Bear Valley. Frank Beach, Thomas Construction, Mel Weir and Ruddy Construction are presently working in and around the Bear Valley, Bagby and Lake McClure area.

Standard Materials still has a number of engineers working around the Merced, Los Banos and Gustine areas, and of course, at their plants in Los Banos and Merced. Standard's job at Cressey has been going good hours and probably will continue to do so as long as the daylight holds out.

Syblon & Reid has started a job cleaning out the Delta-Mendota Canal west of Los Banos. They are using two Draglines, a Dozer and a couple of Loaders on a two-shift operation. This job should keep about 16 engineers busy through their completion date of January 15th.

The work around the immediate Fresno area consists mainly of a number of small short jobs. Lloyd Tull has about three months work throughout the area. The same holds true for General Crane, Valley Excavation, Haskell Construction and others.

Many thanks to all of our members who attended our District Meeting on December 2nd. The officers were very impressed with the courteous treatment they received.

The Boise-Cascade is developing a 16,000 acre subdivision near the new Don Pedro Dam. The Standard Materials Co. and the George Reed Co. are paving

See STOCKTON page 13

Recent Retirees

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

Names and Addresses Effective Date

Normal Pensions		
Buonlamperti, Carlo	—335 E. Angela St., Pleasanton	8/69
Caton, James C.	—400 Gr. Canyon Blvd., Reno, Nevada	6/69
Chapman, Calvin C.	—2558—55th Ave., Oakland	10/69
Dondero, Leonard P.	—P.O. Box 2224, Fremont	12/69
Ede, Warren II	—9352 Central Ave., Orangevale	10/69
Ficke, Harold C.	—2011 Emory St., San Jose	11/69
Goularte, Anthony D.	—455 Oak St., Mountain View	10/69
Hicks, Berton	—4139—20th St., San Francisco	5/69
Inks, James J.	—416 E. Oakside Dr., Sonoma	4/69
Meyers, Raymond E.	—544 Civic Center, Richmond	10/69
Morrison, George E.	—2516 Curtis Way, Sacramento	7/69
Obert, Charles	—3212 Deering St., Oakland	6/69
Ramirez, Richard S.	—252—1st St., Richmond	10/69
Renteria, Joseph G.	—P.O. Box 330, Livermore	10/69
Weaver, Herbert D.	—910 Kickenny, Pinole	6/69

Reduced Pensions		
Alexander, Lyman A.	—Rt. 2, Box 896, Sonoma	9/69
Allen, Henry	—7750 Irwin Ave., Palermo	4/69
Anderson, Floyd	—5609 Suwanee Ave., Tampa, Fla.	9/69
Baker, Clarence M.	—1254 Orchard Lane, Chico	9/69
Berumen, Rosendo G.	—5545 Debbie Ave., Oroville	5/69
Brickson, Edwin E.	—Crescent City	7/69
Brown, Edward M.	—275 Georgia Ave., San Bruno	10/69
Dick, Albert	—5345 Carol Drive, Sun Valley, Nevada	9/69
Doyle, Jack C.	—P.O. Box 275, Meadow Vista	10/69
Frey, Edward Lewis	—422 Olive St., Novato	5/69
Gage, Charles F.	—375 McArthur Ave., San Jose	11/69
Gentry, William F.	—202 Brookwood Rd., Richmond, Mo.	9/69
Goetz, Charles C.	—1834 Allard Ave., Eureka	11/69
Haley, Carl V.	—1207 Tieggen Dr., Hayward	6/69
Hamill, Julian T.	—1610 Gaynor St., Richmond	5/69
Hansen, Lester A.	—1180 W. Maple, Mapleton, Utah	4/69
Harris, L. C.	—5720 Redwood Hwy, No. Santa Rosa	10/69
Henderson, Milton	—1515 N. Main St., Sp. 6, Milpitas	11/69
Hicks, James P.	—375 Guerrero St., San Francisco	5/69
Iverson, Alvin M.	—285 So. First E., Cedar City, Utah	6/69
Kerr, Roy M.	—785 Rose, Sp. 4, Pleasanton	10/69
Koepeke, William J.	—190 Ridgeway Ave., Fairfax	5/69
Lambert, George N.	—3879—14th Ave., Sacramento	2/69
Livie, James A.	—Star Rt., Box 23, Rescue	4/69
Moore, Frank D.	—1931 Happy Valley, Sp. 67, Anderson	7/68
Newell, Theodore W.	—Box 86, Black Springs, Nevada	10/69
Northcutt, Shelby W.	—5101 Raley Blvd., Sacramento	11/69
Peterson, James A.	—701—9th Ave. #12, Redwood City	6/69
Pyle, Russell S.	—2926 Hilltop Drive, Napa	5/69
Rickart, Earl	—736 Colorado St., Salt Lake City, Utah	11/69
Silva, Louis	—56 Quincy Place, Oroville	6/69
Sweet, Meredith W.	—46—470 Rubidoux St. #10, Indio	11/69
Tarleton, George H.	—Rt. 1, Box 1388, Auburn	3/69
Tolladay, William S.	—4654 E. Madison Ave., Fresno	10/69
Waltenbaugh, Alvin	—Rt. 2, 1217 Piper St., Aurora, Ore.	7/69

Early Retirement Pensions		
Adams, Ray M.	—59 Koch Lane, Concord	10/69
Atwell, William C.	—1928 N. 5th, Ceres	8/69
Castillo, Barney S.	—1931—88th Ave., Oakland	11/68
Chase, Jere A.	—29 Birdie Lane, Aptos	9/69
Coker, Vern C.	—712 Alice St., Novato	11/69
Colbert, Leo J.	—1618 Gold St., Marysville	6/69
Cushman, Chase D.	—404 East 19th, Marysville	6/69
Grant, Clyde	—2486 Cole St., Oakland	6/69
Hurst, Eugene C.	—2578 S. Holloway, Fresno	7/69
Jennings, Glen W.	—4710 Oasis Rd., Redding	10/69
Kamei, Hajime	—656 Hinano St., Hilo, Hawaii	9/69
Lemley, Felix D.	—Rt. 1, Box 208A, Mulberry, Arkansas	5/69
Lewis, Joe	—2644 Freedom Blvd., Watsonville	9/69
Lundberg, Harold J.	—4444 Central Ave., Fremont	5/69
Lundgren, John B.	—Rt. 2, Box 1826x, Grass Valley	7/69
Macklin, Loran A.	—2150 South First, #146, San Jose	9/69
Mortenson, W. W.	—1903 Merrill Rd., Paradise	6/69
Morton, George W.	—11836 Smith Rd., Marysville	9/69
Norberg, Gunnar	—2835 Nichol Ave., Oakland	11/69
Pacheco, William D.	—1781 Fulton Rd., Santa Rosa	5/69
Palmer, Joe Bailey	—2412 Don Pedro Rd., Ceres	6/69
Penrod, William F.	—Rt. 2, Box 707, Provo, Utah	1/69
Portlock, Lloyd H.	—Rt. 2, Box 541, Ukiah	10/69
Quint, Lloyd F.	—2235 Shasta St., Redding	10/69
Reynolds, Ben F.	—169 Colgan Ave., Santa Rosa	10/69
Risley, Eric H.	—10011 El Pinzon Ct., Rancho Cordova	8/69
Sorensen, Kort H.	—49 Blanca Lane, Watsonville	10/69
Spindler, David F.	—1451 No. Oregon, Crescent City	9/69
Torbert, Grady A.	—1518 Pearl St., Alameda	6/69
Wheeler, Eugene A.	—1935 Yajome, Napa	10/69
Whitmire, Frank R.	—129 Candlewood Dr., Petaluma	7/69
Wilson, Harry T.	—2100 West Tulare Ave., Visalia	8/69
Wolbert, Harold J.	—1090 E. 23rd St., Merced	10/69
Zanini, Raymond L.	—4934—61st St., Sacramento	5/69

Disability Pensions		
Bannister, Richard H.	—Rt. 2, Box 7, Sayre, Okla.	5/69
Boatwright, Walter L.	—7579—29th St., Sacramento	7/68
Bowman, George W.	—529 Grand Ave., Oroville	7/69
Brereton, M. J.	—Box 382, Ferron, Utah	3/69
Brooklin, Hubert O.	—Rt. 1, Box 50, Jackson	6/69
Brown, Virgil F.	—8 Marlee Court, Pleasant Hill	11/69
Bucher, Benjamin C.	—Rt. 1, Box 676, Red Bluff	3/69
Buck, Fred W.	—Hilltop Trailer Court, Half Moon Bay	12/68
Carney, Miles H.	—#9 Tropical Shore Dr., Tavares, Fla.	7/69
De Brum, Carl	—1845 Mitchell, Selma	2/69
Eckert, Glenn H.	—1423—63rd St., Sacramento	2/69
Finley, Lee C.	—1601—12th St., #8, Sacramento	5/69

Hawaii

Continued from page 8

struction Co. Because of the heavy commuter traffic from the windward side of the Island, the H-3 which includes two tunnels will be a welcome addition for the already congested Wilson Tunnel. Both H-2 and H-3 are feeder freeways to the almost completed H-1 Freeway. Both H-2 and H-3 will tie into two of the largest military bases in the South Pacific; Schofield Barracks and Kaneohe Marine Corp Air Station.

M-K INVADES HAWAII — Morrison-Knudsen Co., Inc. has returned to the State of Hawaii after a five year absence. M-K has started its Princeville Development project on the north west side of the Island of Kauai. They have also started the Boise-Cascade project in Kona, Hawaii.

FRIENDLY ISLE OF MOLOKAI — The world's largest rubber lined reservoirs on the Island of Molokai has been completed. It took J. A. Thompson & Son four months to move one and one-half million cubic yards.

Though only six thousand residents live on the Island of Molokai today, because of its strategic location near crowded Oahu and the vast area of virgin land available, Molokai may someday become a vacation spot for many who seek the touch of old Hawaii and the serene environment Molokai has to offer. The Island of Molokai is where Father Damien the Leper had contributed so much to the people of Hawaii and where he died. Today, Father Damien lives forever in the new State Capitol Building in Honolulu and also in Statutory Hall in Washington, D.C. Father Damien's statue along with that of King Kamehameha the Great were Hawaii's selection to sit among America's greatest statesmen in Washington.

CONDOLENCES — Our deepest sympathy to the families of recently departed Brothers Emilio Villanueva of State Tile, Herbert Sniffen of Nanakuli Paving & Rock Co., Ltd., Alexander Doo of Harold Y. Ishii dba and Puna Pia of Pacific Contractors, Inc.

Usery Calls For Study Of Union Trust Funds

WASHINGTON—W. I. Usery, Jr., Assistant Secretary of Labor for Labor-Management Relations, has recommended a broad study of "all types of funds which are of joint concern to labor and management."

In a statement presented to the Senate Subcommittee on Labor, Mr. Usery said that "No broad study of the wide range of activities (other than welfare and pension plans), which are presently conducted jointly by employers and unions and financed in part by employers, has ever been made."

The recommendation was submitted in testimony on proposed legislation which would amend section 302(c) of the Labor Management Relations Act to allow employers in the construction industry to contribute to joint funds for the promotion of the sale and use of products or the establishment of joint boards to interpret provisions of collective bargaining agreements.

The proposals would also provide certain safeguards against the misuse of funds or abuse of trust.

Mr. Usery said that while the proposed amendments "have merit, they also raise serious questions as to the wisdom of a piecemeal approach to amending section 302(c)."

This section now prohibits any payments by employers to representatives of their employees for purposes other than those related to medical or hospital care, pensions, compensation for injuries or illnesses resulting from occupational activity, or insurance to provide any of the foregoing or unemployment benefits, or life insurance, disability or sickness insurance, or accident insurance.

Also exempted are contributions to trust funds for pooled vacation, holiday, severance, or similar benefits, and for apprenticeship and other training programs.

Mr. Usery recommended that action on the proposed amendments be postponed until a thorough study of funds jointly administered by labor and management is made.

He said, however, that additional safeguards should be added to the amendments in the event that action is taken before such study is conducted. These include:

- Criminal sanctions for theft and embezzlement and offering, or accepting kickbacks.
- The provision that the Secretary of Labor be given specific authority to issue regulations as to what documents and reports must be published.
- Express authorization for the government to bring suits and enjoin violations.

Stockton

Continued from page 12

the complex subdivision south of the Don Pedro Dam. The Boise-Cascade development includes riding trails, a lake, a golf course and a country club. Estimated cost of the Don Pedro subdivision will be \$30 million. Groveland is the site of another Boise-Cascade subdivision at a cost of \$12 million. The A. L. Craft Company is presently working on this project.

BLOOD CLUB — Our thanks again to Brother Roy Brawley for his continual contribution of a unit of blood to the Operating Engineers Blood Club.

Former 3 Member Is Now Int. VP

A former Local Union 3 member has been named an international vice president of the International Union of Operating Engineers.

Joseph H. Seymour, Business Manager of Operating Engineers Local Union 12 in Los Angeles has been named along with John Posschl Business Manager of Operating Engineers Local Union 18 in Cleveland, Ohio to fill vacancies created by the resignation of two vice presidents.

A member of the International Union of Operating Engineers since 1946, beginning with membership in Local 3, San Francisco, Seymour rose from steward in Local 12, where he became a member in July, 1948.

He was appointed to Local 12's representative staff in 1950 after which he graduated with top honors from the 14-week Harvard University Trade Union Program.

Seymour was elected Local 12 business manager in July, 1961. A native of Taft, Calif., he worked for the J. H. Pomeroy Company on Guam Island after serving in the Navy.

A vice president of the California Labor Federation, he is also an executive board member of the Western States Conference of Operating Engineers and chairman of the Operating Engineers Pension Trust Fund.

More Mature

The average duration of unemployment is about 50 percent greater for workers 45 and older than that for workers aged 25 through 44.

More Retirees

Names and Addresses

Effective Date

Fuller, Vern F.	—Rt. 1, Box 1582, Shingle Springs	3/69
Gwyn, Robert L.	—3225 Julliard Dr., #18, Sacramento	10/69
Hustead, L. P.	—#1, Painter, 35, Rio Dell	11/69
Johnson, John E.	—Box 1702, Marysville	3/69
Kennedy, Jack W.	—2801 Pine St., Napa	10/69
Leerberg, Algoth T.	—8764 Skyway, Paradise	9/69
Lister, Robert F.	—2930—24th Ave., Sacramento	8/69
McCorkle, C. M.	—8413 E. Hallwood Blvd., Marysville	4/69
Merrill, Leon C.	—3680 Greenhill Dr., Santa Rosa	3/69
Miller, Vernon	—P.O. Box 1367, Marysville	3/69
Moore, Roy G.	—2531 Roslyn Way, Sacramento	7/69
Peck, Ralph L.	—7872 Tamarack, Dublin	2/69
Rankin, Edgar	—4021 Albion St., Boise, Idaho	5/69
Richins, Earl G.	—Box 453, Coalville, Utah	6/69
Robinson, Robert W.	—P.O. Box 358, Palermo	5/69
Rogge, Walter H.	—162—16th St., Richmond	7/69
Schoppe, Clyde W.	—7506 Minnesota Dr., Citrus Heights	12/69
Smith, Curtis J.	—2033 Big Ranch Rd., Napa	5/69
Smith, Daniel	—1873 So. 375 E., Orem, Utah	11/69
Sperry, Boardman	—P.O. Box 140, Central Valley	9/69
Sproull, Earl Lee	—1127 Folsom Blvd., Box 133, Folsom	5/69
Strickland, Cleo	—1616 Mt. Diablo St., Concord	5/69
Tryon, William R.	—P.O. Box 283, Eureka	7/69
Vonada, H. L.	—P.O. Box 431, Hydesville	4/69
Woodyard, William W.	—4836 Lemon Hill, Sacramento	2/69
Wyatt, William E.	—1651 So. Geo, Washington, Yuba City	7/69

Pre-Retirement Death Benefits

Abreu, Manuel L.	—Alice A. Grant, sister	7/69
Barnett, Calvin	—Hester Barnett, wife	4/69
Bledsoe, Clayburn	—Ola I. Bledsoe, wife	7/69
Franklin, Benjamin	—Edna Franklin, wife	2/69
Hurd, Leland	—Florence Hurd, wife	7/69
Jeremiason, George	—Margaret Jeremiason, wife	8/69
Jones, Wade	—Goldia, M. Jones, wife	5/69
Kolesar, James J.	—James Kolesar, son	7/69
Krugh, Paul Adam	—Norman Harmon, friend	2/69
McCarver, Fleetwood	—Robert McCarver, son	2/69
Smith, Joseph	—Billy J. Smith, son	1/69
Snider, William	—Esther I. Miller, administrator	6/69
Roney, Marvin	—Wildas Roney, wife	8/69
Wright, Dewey	—Edna A. Wright, wife	1/69

Obituaries

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

Name — City	Local Social Security No.	Register	Deceased
Batt, Clarence	3A 0939846		11/16/69
Mildred—Wife	SS#570-26-7151		
1349 Stanley Ave. Chico, California			
Bjork, Norman	3 0772778		11/13/69
Viola—Wife	SS#552-01-5489		
6119 N.E. Sacramento Portland, Oregon			
Black, Doug	3 1148243		10/18/69
Charles—Father	SS#550-62-0706		
708 Mills Modesto, California			
Boulton, Charles	3 1040503		11/8/69
Mildred—Wife	SS#558-14-9627		
Box 2396 Stateline, Nevada			
Carlson, Victor	3 0384180		10/24/69
Lillian—Wife	SS#484-10-3996		
1020 Shotwell San Francisco, California			
Chaffin, Leonard	3D		10/19/69
Earline—Wife	SS#429-16-7039		
4223 N. Lafayette Fresno, California			
Colwell, Joe	3 0558684		11/16/69
Joseph A.—Son	SS#572-07-3340		
820 N. Central Modesto, California			
Dayley, H. M.	3 268548		11/1/69
Ethel—Wife	SS#516-03-1930		
4004 E. Washington Fresno, California			
Feliciano, John	3 0259367		11/7/69
Virginia—Wife	SS#557-10-4165		
42383 Palm Avenue Fremont, California			
Fredericks, Mike J.	3 360592		11/11/69
Lottie Jane—Wife	SS#555-03-6645		
2340 Sanguinetti Lane Stockton, California			
Gularte, Anthony	3 0328585		10/29/69
Christine—Wife	SS#554-05-7718		
420 "A" Street Hayward, California			
Hoyt, Arthur	3 0857917		11/6/69
Betty Lapp—Daughter	SS#371-10-3850		
Box 214 Oaklawn, Illinois			
Johansen, Pete	3 579335		11/3/69
Faye—Wife	SS#573-18-3039		
1053 Brunswick San Francisco, California			
Jones, Lee	3D 1191205		11/18/69
Ruth L. —Wife	SS#553-09-6361		
404 San Miguel Avenue Sacramento, California			
Lowe, Roy H.	3D 1344781		11/3/69
Sylvia—Wife	SS#558-03-9533		
Rt. 2 Box 2096 Auburn, California			
Madeira, Wallace	3D 1392167		10/23/69
Warren—Son	SS#576-36-2829		
3695 Jamestown Rd. Fremont, California			
Mankin, Charles	3 0303711		10/25/69
Rose—Wife	SS#526-05-3270		
3525 Homestead Way Ceres, California			
Pia, Puna	3 1382432		10/10/69
Elsie Canares—	SS#575-03-6847		
3511 Wela Street Honolulu, Hawaii			
Rowell, Edwin	3D 0611057		10/21/69
Joyce—Wife	SS#554-20-4452		
2538 Quincy Rd. Oroville, California			
Sanders, Claude	3 0486207		10/23/69
Marian—Wife	SS#561-24-4845		
P. O. Box 647 Lotus, California			
Sniffen, Herbert	3A 1159575		11/6/69
Lilinoe—Wife	SS#576-07-0195		
41-187 Ala Koa Street Waimanola, Hawaii			
Spence, Alvin	3 0657727		10/20/69
Vicky Gutierrez—Grnd Dtr.	SS#547-05-3268		
2012 O'Farrell Modesto, California			
Stenroos, Clarence	3 1058617		11/7/69
Jacqueline—Wife	SS#471-40-8020		
3821 Hillsdale St. Oroville, California			
Vargas, Jesse	3 723791		11/7/69
Rose Duncanson—Sister	SS#556-16-6395		
687 W. Maude Avenue Sunnyvale, California			

Poor Investments!

'Distributorships' Not Wise

By Sidney Margolius
Consumer Expert for
ENGINEERS NEWS

"Would I be investing wisely to become a 'distributor' or 'supervisor' in a merchandising association?" a reader asks.

At least this reader, a working woman, did ask before she invested. Thousands of other working people, hoping to get in on the ground floor of a lucrative investment, already have put money into a new twist called "multi-level distributorships."

In some cases people have invested as much as several thousand dollars in the hope of making hundreds of thousands of dollars, as suggested in some of the promoters' sales talks.

The several plans I have examined I personally consider to be unwise investments.

These plans have spread all over the country in various forms. They operate something like pyramid schemes of chain letters, which ask you to send a dollar to the person who sent you the letter. You in turn are supposed to send out the letter to a number of other people, all of whom send you a dollar. They then send out the letters to others who send them dollars, and so on. Supposedly everybody gets rich off each other.

In the case of the multi-level distributorships, the promoters recruit "distributors" for cosmetics, or so-called "discount stores" not yet opened, or other goods or services. In the case of one widely-promoted plan, you become a "distributor" for a "discount store" which the promoter says will be opened up in your town later.

To become a distributor you pay \$320 for which you can buy a specified article such as cookware, sewing machine or TV set, or can wait until the store opens to choose from a larger selection.

The next link in the chain is a "supervisor." He gets \$70 or your \$320.

As a distributor you get 100 "purchase authority" cards, and then attempt to place these with people whom you expect to be potential purchasers. You then would get a sales commission of 12 to 20 per cent on their purchases, and your "supervisor" would get commission of 3 to 5 per cent. If they do purchase, they in turn get cards to get other people to purchase and so on, only heaven knows where.

Certainly, the postal authorities, state attorney generals and Better

Business Bureaus don't know where. Some of these authorities are critical of these plans but don't know anyway to stop them. The contracts people sign apparently are not considered securities in the strict sense and so cannot be regulated as such.

Moreover, some long-established companies operate on somewhat similar lines, selling cosmetics, brushes, housewares, costume jewelry, clothes and other goods door to door or through not-very-merry parties for which the hostess gets a tablecloth, coffee pot or other gift. (What she gets depends on what her guests buy).

These firms too often have chains of distributors and supervisors getting several commissions on the prices you pay. But while the goods sold sometimes are high-priced, there is nothing obviously illegal or seriously damaging such as the large investments required by some new multi-level plans.

In the plan involving the opening of a "discount store" in the future, a "distributor" also can become a "supervisor" by recruiting other "distributors." He then would get an "override" or commission on purchases made through the distributors under him.

While some of the early "founders" or "distributors" are reported to have made some money recruiting people, there are a number of reasons why I consider these plans to be unwise investments.

First of all, in one such plan the \$150 you pay entitles you to choose only from a limited number of items, such as a sewing machine, tape recorder or cookware. No set of pots and pans is worth that price. Or if you pay \$750 you can get a portable color TV set. You can buy a portable color TV set for almost half that price.

Too, the promoters do not really guarantee to open an actual store. There is no real assurance they ever will.

If they ever did, they would find it hard to compete in price with other discount or mass-merchandising stores while paying these additional sales commissions. A well-run mass-merchandising store usually has a total retail margin of 28-30 per cent of its receipts to cover all overhead, operating, and sales expenses and profit.

The promoters of multi-level distributor plans are "difficult to

detect" but their plans have noticeable characteristics, the St. Louis Better Business Bureau says. Among these are: (1) classified advertising to attract investors; (2) a new unknown product; (3) promises of high income; (4) emphasis on the recruiting of other distributors rather than on selling a product; (5) a persuasive "now or never" sales approach.

Another "multi-level distributor" plan which has attracted attention involves "kosmetics" (that's right), sold by an "inter-planetary company," no less. The retail manager invests \$123 and recruits "beauty advisors" who invest \$10 to \$45. Or you can become a "supervisor" for an investment of \$2,000, or a "director" for \$2,500. Each of the people at these levels is supposed to earn commissions from the sales of everybody below him.

These "kosmetics" are supposed to be unique because they contain "mink oil." We'll tell you confidentially mink oil really is of interest only to another mink.

Oakland

Continued from page 2

directors have awarded a \$4.2 million contract to build a six-story headquarters building in Oakland and complete a subway station beneath it.

The contract awarded to Rathchild and Raffin, Inc., includes funds to apply decorative floors, walls and ceilings to the concrete shell as well as lighting.

Construction is expected to take two years. It will be built at Eighth and Madison Streets and will house 200 BART Administrative employees when completed. Directly beneath it will be the Lake Merritt subway station and the center of the automatic train control equipment, that, using computers will monitor the movement of every train on the seventy mile system.

Central Valley National Bank has revealed plans to build one or more high rise buildings on a 50,000 square foot site in the Oakland Financial District. The site includes all of the frontage on the south side of 20th Street between Harrison and Webster St. and it extends along Harrison from 20th St. to the Park Plaza Building in the middle of the block.

FEPC Rule Hits Local 12

A Los Angeles union local has been ordered to comply with a 1967 FEPC ruling to hire a Negro heavy equipment operator as a business agent of the union. The order was given by Superior Court Judge J. Wesley Reed in Los Angeles after the court of appeal there ruled against a union motion to dismiss the case because the union argument that Joe Harris was not denied the job because of his color "is without merit."

The union will appeal this latest order, which stems from a complaint filed in 1964 by Harris against Local 12 of the International Union of Operating Engineers, Hoisting and Portable Building Trades, AFL-CIO.

FEPC, through the Attorney General's office, successfully sought the injunction to require the union and its business manager, Joseph Seymour, to comply with the hiring order. In a related action, Don Burris, attorney for Harris, has filed against the union a \$1 million damage suit scheduled for trial in November.

Obituaries (continued)

Villanueva, Emelio	3D 1087870	10/15/69
Gladys—Wife	SS#575-12-2724	
99-241 Lalani Street Aiea, Hawaii		

DECEASED DEPENDENTS
November 1969

Arp, Roma—Deceased April 28, 1969	
Deceased Wife of Arthur Arp	
Cossairt, Viola—Deceased October 22, 1969	
Deceased Wife of Lloyd Cossairt	
Ganansa, Paul V.—Deceased October 9, 1969	
Deceased Son of Manuel Ganansa	
Harris, Donald—Deceased October 12, 1969	
Deceased Step-son of James Smiley	
Holt, Kevin M.—Deceased August 29, 1969	
Deceased Son of Kenneth Holt	
Hunt, Ona—Deceased October 21, 1969	
Deceased Wife of Melvin Hunt	
James, Kristin M.—Deceased September 6, 1969	
Deceased Daughter of Edward James	
Lindley, Marie A.—Deceased October 24, 1969	
Deceased Wife of Marvin Lindley	
Tarleton, Lillian—Deceased September 27, 1969	
Deceased Wife of George Tarleton	
84 Deceased Members—September 1969 thru November 1969	
3 Industrial Accidents	

Personal Notes

SACRAMENTO

Letter from Member's Wife

Dan Carpenter:

We certainly appreciate your thoughtfulness and kindness shown at the loss of our husband and father. Would you please express our thanks to the officers and members of Local No. Operating Engineers for their lovely remembrance "The Bible". We will certainly cherish it always. Thanks again.

Sincerely,
Goldie Howell,
Dave and Darlene Jay

Speedy Recovery

We would like to wish speedy recovery to Brother Eulalio Zaragoza who has spent time in the hospital; Brother Richard McHenry who was injured on the job October 13 and has undergone surgery; Brother Harrell Maynard who has been in the hospital; and, Brother Donald Veirs who has been very ill and required 7 pints of blood during surgery.

Deaths

Our sincere condolences to the families and friends of Brothers

Our deepest sympathy is extended to the family of Harry L. Sanderson, who passed away after a short illness on November 26, 1969.

We wish to extend our sympathy to the family of Ed Barnard who passed away on December 3, 1969 after a short illness.

Also, we wish to extend our sympathy to the Max Sweaney family on the loss of their son, Tommy, who died from an accidental gunshot wound on November 8, 1969.

STOCKTON

Our deepest sympathies are extended to the families and friends of Brothers Leonard Lassiter, C. L. Nielsen and James Andrews, who passed away this past month.

Brothers O. D. Morris, John L. Sullivan, Fred Kreth, John W. Dudley, Toussaint Harrison and Ted Vierra were either hospitalized or under a doctor's care since our last report. A speedy recovery is wished for all.

MARYSVILLE

We wish to express our deepest sympathy to the family of Brother Melvin Christy who recently passed away. Brother Christy was a real Journeyman at the trade and will be missed by all.

We also express our sympathy to the families of Brother Leonard John, Clarence Batt and Archie Millhollan, all of whom passed away this past month.

Brother Noel Dennis is in the Rideout Hospital in Marysville recuperating from a serious accident at home. In talking with Brother Dennis we know just how tough our Operating Engineers are.

SAN RAFAEL

Our thanks to those who sent us the greetings of the season—it is appreciated.

Brother Stan Hoberg suffered a mishap in the garage of his home—fortunately it was not too serious—came out with a few burns on his hands and feet, as result of fire which started.

Our thanks go to Brother James L. Johnson for his blood donation to our Blood Bank. How about it, Brothers? We will be more than happy to arrange an appointment for you to donate blood. It only takes a few minutes of your time. Call our office.

SAN JOSE

Brother Bill Dickinson had a real nice trip to Fairbanks, Alaska. He said the temperature fell 40° below zero. In fact, his trip was so good, he has, since then, returned to Alaska to work.

Paul Schultz, Brother Engineer, employed by Crown Parts Inc. raises and breeds Arabian horses. He showed "Rassap" at the Cow Palace last month and won three ribbons out of three classes.

Continued in columns 4 and 5

SWAP SHOP CORNER: Free Want Ads for Engineers

FOR SALE

HOBART MIXER 30 QT. capacity, brand new with egg beater, meat grinder, donut hook, paddle, mixer attachments. Can be used in bakery, a restaurant, pizza parlor. \$300. Gabino Puentes, 2631 19th St., San Francisco 94110. Reg. No. 1113147. 11-1.

FOR SALE CHEVROLET 1963 pick-up, 1/2 ton, 8' bed Fleetside 292-6 cyl. engine, standard trans., radio, heater, with camper shell. Very good condition. Make offer. Phone 415/351-8155. Reg. No. 0976290. 11-1.

18-FOOT BOAT FOR SALE. Fiberglass over wood, newly painted, sharp, 35 HP Evinrude motor, electric starter, trailer, exc. tires. \$500. Walter Leabig, 2702 Bona Street, Oakland, Calif. Phone 261-2913. Reg. No. 535638. 11-1.

WANTED TO BUY: OLD BOTTLES before 1900. Whiskey, bitters, beers, soda, blacks, etc. Send description, price, condition, etc. to Richard Siri, 2620 Tachevah Drive, Santa Rosa, Ca. 95405. Reg. No. 1025301. 11-1.

FOR SALE THREE lots in Felton, California, Santa Cruz mountains. Cleared and flat, asking \$6,500. Ben Navarre, 15228 Upton Avenue, San Leandro, Ca. 94578. Phone 351-4179. Reg. No. 0995966. 11-1.

SEMI-END DUMP for sale. 27 x 7, Heil T.E.C. high lift, semi-frameless, 1962 complete with fifth wheel. Phone 916/243-1943. Reg. No. 1359573. 11-1.

1962 DODGE PICKUP with utility tool box, complete set of heavy equipment tools. Walter L. Wise, 519 Montezuma St., Rio Vista, Ca. Phone 707/374-5117. Reg. No. 863844. 11-1.

FOR SALE 1963 FORD pick-up 1/2 ton V-8 eng. 4-speed trans. with camper. Cab high. \$1,000. Gabino Puentes, 2631 19th St., San Francisco 94110. Reg. No. 1113147. 11-1.

1959 FLAMINGO TRAILER for sale. 18-foot, completely self-contained, gas water heater, gas refrigerator, gas stove with oven, floor heater, brand new Michelin steel cord tires. \$1,200. Gene Abbott, 15091 Cooper Avenue, San Jose, Ca., Phone 377-5992. Reg. No. 617976. 11-1.

FOR SALE—3-bedroom, 2-bath home, W/W carpet, drapes. Built-in electric kitchen. Roland Ridgeway, 2913 Clearland Circle, Pittsburg, Calif. Phone: (415) 458-2324. Reg. No. 870864. 11-1.

1966 CHEVROLET NOVA II. Low mileage, very clean; good gas mileage and good transportation. Don Kinchloe. Phone: (415) 837-7418. Reg. No. 329145. 11-1.

FOR SALE: 20' FRAZIER Rototiller and special Rototiller Trailer \$275.00. Pullman Camper Shell for 8' step side box. \$275.00. Manuel R. Viche, 242 Newhall Street, Hayward, Ca. 94544. 415/782-7268. Reg. No. 1082385. 11-1.

FOR SALE: RUNABOUT 14' 6 cyl. Graymarin, inboard, 112 HP, wood hull, including trailer. Good ski boat \$975.00. Also A.K.C. reg. toy poodles, 2 females, one male \$80.00 each. Walter M. Matschkowsky, 878 Mayview Way, Livermore, Ca. Phone 443-2550. Reg. 1113144. 11-1.

EL CAMINO 1967, 427-4 spd., AM-FM radio, elec. windows, bucket seats, 8 1/2" Amer. mags., 915 x 15 tires, sound and well kept, \$2,500. Will take older pickup on trade. Bert Orman, 5320-B Concord Blvd., Concord, Ca., Phone 689-5638. Reg. No. 0892706. 11-1.

FOR SALE OR SWAP for cruiser, New custom built home. Elec. kitchen, family room, open beam ceilings, separate dining living room. On waterfront lot in Bethel Island, Ca. Call Frank DiPuma, 474 W. 20th Avenue, San Mateo, Ca. 94403. 415/573-7281. Reg. No. 0971403. 11-1.

BACK HOE 14 FT. BOOM, diesel eng., low hours extra features, A-1 cond. \$5,000. Also a 9-ton tandem axle trailer ICC regulations and an F800 truck. Telephone 415/685-5656. Reg. No. 441724. 12-1.

80 ACRES FARM for sale. 55 acres under water. Good barn. Ideal dairy farm. New 3-bedroom all electric home. \$38,500. Dwane Daugherty, Rt. 3, Parma, Idaho. Reg. No. 1013757. 12-1.

BELL & HOWELL 8 mm movie camera and projector, like new. Value \$300, sell \$100. Phone 294-8449. 2150 S. First St., San Jose, Calif. Reg. No. 0976074. 12-1.

TWO 600 CASE TERRATRACS for sale. Diesel with bucket and scarifier, also gasoline with bucket and backhoe. Large ford truck to move this equipment with. Carroll Dow, 200 Knudsen Lane, Petaluma, Calif. 94952. Phone 707/762-9529. Reg. No. 0369082. 12-1.

FOR SALE 1957 T-BIRD with portholes, 4 new Michelin x's, 18,000 mi. on transmission and engine. New interior. Sacrifice \$2,550. Jim Mills, P. O. Box 2173, Castro Valley, Calif. Phone 846-2526. Reg. No. 1171840. 12-1.

FOR SALE BEAUTIFUL REDDING area five acres Cow Creek frontage, 1,900 ft. in country, with walk-in freezer. Fantastic view, excellent hunting and fishing. \$29,500. R. F. Flinn, 4720 Silver Bridge Rd., Palo Cedro, Calif. 96073. Reg. No. 0854883. 12-1.

FOR SALE 1961 COLUMBIA 10' x 55' expando living room, furnished, excellent condition. \$3,000 cash. Parked in Fairfield, Dwane Daugherty, Rt. 3, Parma, Idaho 83660. Reg. No. 1013757. 12-1.

FOR SALE OR TRADE Sonora Meadows lot No. 34, near swimming pool and clubhouse on Sullivan Creek. 8 miles from Sonora, Calif. near Twain Hart. Jim Daigh, 2328 Orleans Drive, Pinole, Calif. 94564. 415/758-0765. Reg. No. 349870. 12-1.

HOME FOR SALE, 3 Br. Lvrm. Family room, 2 firepl., 2-car garage on 1/4 ac. lot. Shade trees, quiet court, 5 min. to schools and shopping, 30 min. from San Francisco. 18-yr. home, excellent cond. \$24,250. R. Lanzendorfer, 32 William Court, Danville, Calif. 94526, 415/837-5405. Reg. No. 838956. 12-1.

SANTA ROSA MINI RANCH for sale. Three acres, two bedroom mobile home furnished. Barn, tractor, farm implements, walnut and fruit trees. O. L. Black, 306 Shenandoah Drive, Martinez, Calif. Telephone 934-8369. Reg. No. 0921384. 12-1.

1968 DORSETT DAYTONA 17' Merc 120 I.O. 30 hrs. w/thr. pwr tr. conv. top, full snap on cover, int windshield, seats w/Sun-N-Snooze loaded w-ski equip. Gem top for '65 Chev El Cam A-1 blue tint glass. Phone 408/724-7788. Reg. No. 0693843. 12-1.

FOR SALE: COFFEE SHOP at busy intersection in Concord, Calif. \$6,500 cash or \$8,500 terms. Fully equipped. Phone 415/757-3197. Frank Paxman, 16711 Marsh Creek Road, Clayton, Ca. Reg. No. 0754191. 12-1.

1955 INTERNATIONAL truck and low-boy with 5 main and 2 speed box. Good condition. Shield Bantam C-350 Cable backhoe on tracks, two buckets. Good condition. Phone 209/622-4929. Reg. No. 1142725. 12-1.

PORTABLE WELDER for sale or trade. 225 amp. G.E. 4 cyl. Wisconsin. \$300 or trade for 200 amp A.C. welder. Joe Correl, Rt. 2, Box 190, Dos Palos, Ca. 209/387-4207. Reg. No. 0592866. 12-1.

LIVE-IN MOBILE home, must sacrifice. Registered miniature poodles, papers and shots. Very good shape. Make reasonable offer. Also stud service. Phone 862-2282. Leo A. Davis, 26648 River Road, Newman, Calif. 95360. Reg. No. 0824688. 12-1.

Clem, "and in most cases, I would think, be able to take care of the \$6.00 per day charge for room-and-board with little financial difficulty. However, for those who might really need financial assistance, the Credit Union loan will prove a real boon."

The union's top executive went on to point out that the "whole purpose of the Rancho Murieta Training Center is to provide an outstanding and unique service to the member. A place where throughout his work lifetime he can acquire those skills essential to his economic improvement."

The union leader was emphatic in stating that "this is no Mickey Mouse operation, but affords the finest site, most modern equipment and the top experts in both classroom and equipment in-

HOME FOR SALE. Close to downtown. 1 1/2 baths, fireplace, carpeting, shop, two bedrooms, garage, many extras. Fruit and nut trees. 220 or gas, \$18,850. Phone 707-994-3868. Reg. No. 600835. 1-1.

FOR SALE TRAVELEZE TRAILER 23T. self-contained, 7 Cu. Ft. G & E, Ref., tandem axle, like new, pulled app. 630 mi. Walt F. "Red" Lange, Telephone 916-644-2334, 1843 Gardella Lane, Camino, Ca. 95709. Reg. No. 25837. 1-1.

175 LOADER, 4 in one bucket and rippers for sale, \$12,500. HD 5 Loader with rippers complete overhaul \$3,000.00. Heavy duty equipment trailer \$2,000. Lee Mansker, Los Altos, Calif. 94022, Phone 967-3943. Reg. No. 1067423. 1-1.

FOR SALE CURTA CALCULATOR. Small size, A-1 condition, with case, \$50.00. 10 Ft. aluminum boat with 3 1/2 HP outboard, like new. Sacrifice \$75.00. M. E. Rawley, 5505 Grove Street, Sp. No. 22, Rocklin, Cal. 95677. Phone 916-624-2626. Reg. No. 0817487. 1-1.

FOR SALE 1963 CLASSIC 770 four door Rambler. One owner, reclining front seat. Backs-6 standard trans. W.O.D. —R&H two new tires, top book plus license after 1-1-69. Walt F. "Red" Lange, Telephone 916-644-2334, 1843 Gardella Lane, Camino, Cal. 95709 Reg. No. 258737. 1-1.

FOR SALE: PARADISE, Calif., 2 bed- room house, guest house, 95 x 165 lot, nice shrubs and fruit trees F. P. \$12,000, cash to loan or trade part of equity for good lot in high desert area S. Cal. 12751 Mariposa Road, Sp. 50, Victorville, Ca. Reg. No. 1152630. 1-1.

FOR SALE: 1965 Budger Mobile Home, 1 Bedroom 53 x 17. Very good condition. Larry McFadden, 1450 Oakland Road, Space 85, San Jose, California Reg. No. 879604. Phone: (408) 293-1449. 1-1.

cific Islands.

Applications to attend the Training Center and information and forms for obtaining Credit Union assistance can be obtained at all local district offices.

Additional information on the loan portion of the program may be found in Credit Union Treasurer Red Ivy's column on page 10 of this issue.

Everybody Learning

The Department of Labor reports that 848,000 persons were enrolled in classroom-type training programs between September 1962 and June 1969. These classroom-type, or institutional, training programs are funded under the Manpower Development and Training Act (MDTA).

More Personals

Continued from columns 1 and 2

We would like to extend our sympathies to the families of the following deceased Brothers: Clarence Mullenaux and Jack Chamberlain.

John Spurlock has just been released from the hospital and is convalescing at his home.

We would like to thank the following Brothers who took time to donate blood to our Blood Bank: Allen E. Haney, Raymond C. Phillips, and William T. Addington.

Brother Bill Smets has just returned from Thailand where he and his family have been the past four years. Bill said it was good to be back.

SANTA ROSA

Congrats to Bill Coyle, who is now the proud papa of a baby boy—Jim Wilson progressing fairly well, is now on his own hospital bed at home, after going through a back operation—a speedy recovery to you, Jim.

FRESNO

We would like to express our deepest sympathies to the family and friends of Brother H. M. Williams who passed away during the month of December.

We would like to thank the brothers that took time out to donate to our Fresno Blood Bank. Even though our supply is very low, we were able to give help to the wife of one of our brothers. We may not be able to meet the next request so come on fellows, give . . . !

Clip & Save

MEETINGS SCHEDULE

DISTRICT & SUB-DISTRICT MEETINGS

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

SEMI-ANNUAL MEETINGS

JANUARY

10 San Francisco, Sat., 1:00 p.m.

JULY

11 San Francisco, Sat., 1:00 p.m.

DISTRICT & SUB-DISTRICT MEETINGS

JANUARY

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

21 Redding, Wed., 8:00 p.m.

22 Oroville, Thurs., 8:00 p.m.

28 Honolulu, Wed., 7:00 p.m.

29 Hilo, Thurs., 7:30 p.m.

FEBRUARY

4 San Francisco, Wed., 8:00 p.m.

10 Stockton, Tues., 8:00 p.m.

19 Oakland, Thurs., 8:00 p.m.

24 Sacramento, Tues., 8:00 p.m.

26 San Jose, Thurs., 8:00 p.m.

MARCH

3 Fresno, Tues., 8:00 p.m.

6 Salt Lake City, Fri., 8:00 p.m.

7 Reno, Sat., 8:00 p.m.

12 Ukiah, Thurs., 8:00 p.m.

APRIL

2 Marysville, Thurs., 8:00 p.m.

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

8 Redding, Wed., 8:00 p.m.

22 Honolulu, Wed., 7:00 p.m.

23 Hilo, Thurs., 7:30 p.m.

MAY

Almaden Road.

Stockton, Engineers Bldg.,
2626 N. California.Oakland, Labor Temple, 2315
Valdez.

JUNE

2 Fresno, Tues., 8:00 p.m.

5 Provo, Fri., 8:00 p.m.

6 Reno, Sat., 8:00 p.m.

11 Santa Rosa, Thurs., 8:00 p.m.

JULY

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

22 Redding, Wed., 8:00 p.m.

23 Oroville, Thurs., 8:00 p.m.

29 Honolulu, Wed., 7:00 p.m.

30 Hilo, Thurs., 7:30 p.m.

AUGUST

5 San Francisco, Wed., 8:00 p.m.

11 Stockton, Tues., 8:00 p.m.

13 Oakland, Thurs., 8:00 p.m.

25 Sacramento, Tues., 8:00 p.m.

27 San Jose, Thurs., 8:00 p.m.

SEPTEMBER

1 Fresno, Tues., 8:00 p.m.

3 Ukiah, Thurs., 8:00 p.m.

11 Salt Lake City, Fri., 8:00 p.m.

12 Reno, Sat., 8:00 p.m.

OCTOBER

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

7 Redding, Wed., 8:00 p.m.

8 Marysville, Thurs., 8:00 p.m.

14 Kauai, Tues., 7:30 p.m.

28 Honolulu, Wed., 7:00 p.m.

29 Hilo, Thurs., 7:30 p.m.

NOVEMBER

3 Sacramento, Tues., 8:00 p.m.

5 Watsonville, Thurs., 8:00 p.m.

10 Stockton, Tues., 8:00 p.m.

12 Oakland, Thurs., 8:00 p.m.

18 San Francisco, Wed., 8:00 p.m.

DECEMBER

Hill Bldg., 215 - 3rd.

Santa Rosa, Veterans Bldg.,
1351 Bennett St.

Provo, 165 West 1st North.

Ogden, Teamsters Hall, 2538
Washington Blvd.

RETIREED MEMBERS pose following Ogden, Utah meeting. Shown are: left to right (back row): Dale Marr, Vice President; Dave Braegger, Ken Cherington, Buck Ihrig, Ernest Blotter, William Dodge, Lou Schneider, Jack Duane, Euck Hope, Financial Secretary. Left to right (front row): Peter Deros, Alfred Jones, Can McComb, Reed Jessop, Clint Mortensen, Jim Compton.

Old Timers Meeting Draws Large Crowd In Redding

By LAKE AUSTIN and
LOU BARNES

We held our first "Retiree and Wives" meeting in mid November here in Redding that was well attended. Brother Fran Walker, if you can get at least one week of extra work in the following year, you have made well over what your cost is. Spread this over 5-10 years, you could really tend to get good "interest on your money."

As the time you are reading this, is close to the time of the State Legislature; we would like to remind you to read your paper and pay attention to how your elected officials vote on all items of labor interest. The only way that the best interests of labor can be advanced is to be very vocal in all matters when we are being abused. Letters, phone calls and telegrams do a lot to accomplish getting your point across. Go to their local offices and talk to the Representatives, if the office holder isn't in, go to the rallies and dinner meetings. Then if they don't measure up, don't vote for them. Remember to register and vote this year. Each one of us has two votes (us and wife) so let's make them count.

Gibbons & Reed-Jelco-Woods canal job near Gerber was working with a full crew of Operating Engineers when the rain hit and at this writing this job is down for the Winter.

Linderman and Sons' on the Ball's Ferry bridge is about 50% complete and is due for completion about the middle of next year.

ComConex crews are still working here and there but more generally the biggest part of the crews are off due to weather.

A. Teichert and Sons' were working at various locations in the area and although none of the jobs were a large dollar volume

the company had a large crew of Operating Engineers working.

The J. F. Shea Construction jobs were going full bore on all their jobs and some are near completion and some just starting. W. H. O'Leary Company is do-

ing the furnishing of rock and the finish grade and plant mix on a sub contract. This company has been going two shifts on the crusher trying to keep up.

Fredrickson & Watson have *Carefully.*

Business Offices & Agents Phone Listing

CALIFORNIA

DISTRICT 1—SAN FRANCISCO

Dispatch Office:

470 Valencia Street 94103
(Area 415) 431-5744
A. J. "Buck" Hope, Dist. Rep. 457-1182
George Baker 586-4423
Wayne Sprinkle 673-3828
Jim Jennings, Health & Welfare Rep. 828-5803
Fran Walker, Trustee 479-6828
Don Luba 582-3777

SAN MATEO

1527 South "B" 34402 (Area 415) 345-8237
Bill Raney 368-5890
Dick Bell 359-6867

SAN RAFAEL

76 Belvedere St. 94901 (Area 415) 454-3565
Al Hansen 479-3874

VALLEJO

404 Nebraska St. 94590 (Area 707) 444-2667
Aaron S. Smith 643-2972

DISTRICT 2—OAKLAND

1444 Webster St. 94612 (Area 415) 883-2126
Norris Casey, Dist. Rep. 687-8545
Guy Jones 925-5055
Tom Carter 682-6382
Alex Cellini 828-2486
Jerry Allgood 443-3239
Mike Womack (Tech. Engrs.) 443-3151
Al Swan 533-5524
Herman Eppler 682-5002

DISTRICT 3—STOCKTON

2626 No. Calif. 95204 (Area 209) 464-7687
Walter Talbot, Dist. Rep. 477-3210
Al McNamara 464-0706
Elvin Balatti 948-1742

MODESTO

401 H Street 95354 (Area 209) 522-0833
Ken Green 542-7593

DISTRICT 4—EUREKA

2806 Broadway 95901 (Area 707) 413-7328
Ray Cooper, Dist. Rep. 443-1314
Eugene Lake 443-5343

DISTRICT 5—FRESNO

3121 East Olive 92102 (Area 209) 323-3148
Claude Odom, Dist. Rep. 129-4052
Bill Relferford 324-4478
Walter Norris 224-6697
Ralph Hurst 264-8083
Jerry Bennett 925-1878

DISTRICT 6—MARYSVILLE

1010 Eye Street 95901 (Area 916) 443-7521
Harold Huston, Dist. Rep. 442-1728
John Smith 443-6113
Dan Senechal 442-4290
Bob Mayfield 443-4512

DISTRICT 7—REDDING

100 Lake Blvd. 96001 (Area 916) 241-0158
Lake Austin, Dist. Rep. 241-4833
Lou Barnes 243-7045

DISTRICT 8—SACRAMENTO

2525 Stockton Blvd. 95817 (Area 916)
Doug Farley, Dist. Rep. 457-5795
Al Dalton 371-0524
Dan Carpenter 622-7078
Martin Cooper 533-8158
742-5818

DISTRICT 9—SAN JOSE

760 Emory St. 92110 (Area 408) 265-8788
Bob Skidgel, Dist. Rep. 269-8436
Wm. Harley Davidson 724-5490
Mike Kraynick 266-7502
Jack Curtis 265-4461
Bob Owen 251-0416

DISTRICT 10—SANTA ROSA

3913 Myette 95905 (Area 707) 546-2487
Russell Swanson, Dist. Rep. 545-4414
Robert Wagnon 539-2821

NEVADA

DISTRICT 11—RENO

185 Martin Ave. 89502 (Area 702) 329-0236
Gail Bishop, Dist. Rep. 747-1814
Bud Jacobsen 882-2994
Edwin Knapp 673-3828

UTAH

DISTRICT 12—SALT LAKE CITY

1958 W. N. Temple 84103 (Area 801)
Aster Whitaker, Dist. Rep. 328-4946
Tom Bills 328-3356
Jay Neely 255-6515
255-1304

PROVO

125 E. 300 South 84601 (Area 801) 373-8237
Wayne Lassiter 225-6362
Kay Leishman 896-5517

OGDEN

2538 Washington Blvd. 84401 (Area 801)
Delos Hoyt 399-1139
376-5475

HONOLULU, HAWAII

2305 S. Bereania 96814 (Area 808)
Harold Lewis, Sub-Dist. Rep. 949-0084
Bert Nakano (Hilo) 923-1207
Ken Katoorei 664-886
Wilfred Brown 811-093
Wallace Lean 455-9448
453-908

AGANA, GUAM

P. O. Box E-J 96913 772-4222
Tom Sapp 746-4022
William Flores 772-9500
Henry Mar 746-6281
Mike Pope 746-3422
Ken Allen

Drinking, Eating Boom!

The restaurant and bar business has grown so much over the past decade that employment has risen 50 percent and sales have increased more than 80 percent. Many handicapped persons are among those who have been trained to join the 2 million workers in this industry.

CREDIT UNION

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

FRINGE BENEFIT SERVICE CENTER

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

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