Engineer Wage, Fringe Gains Brings Much 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 pay and increased fringes starting January 1, 1971, as contracts negotiated during 1970 were put into effect in the construction and heavy equipment industry.

As a result, members affected in Northern California, Clem pointed out, would go to some members working under the same conditions but in other parts of the state will receive the same increases.

Members of the operating engineers in California are given the following wage and fringe increases:

**WAGES**

**Area 1**
- Group 1: $5.55
- Group 2: $5.65
- Group 3: $6.06
- Group 4: $6.21
- Group 5: $6.69
- Group 6: $7.08
- Group 7: $7.21
- Group 8: $7.32
- Group 9: $7.59
- Group 10: $7.76
- Group 11: $7.91
- Group 12: $8.14
- Group 13: $8.21

**Area 2**
- Group 1: $5.90
- Group 2: $6.11
- Group 3: $6.69
- Group 4: $6.88
- Group 5: $7.32
- Group 6: $7.59
- Group 7: $7.76
- Group 8: $8.09
- Group 9: $8.42
- Group 10: $8.80
- Group 11: $9.24
- Group 12: $9.44

**Area 3**
- Group 1: $6.20
- Group 2: $6.58
- Group 3: $7.16
- Group 4: $7.48
- Group 5: $7.76
- Group 6: $7.91
- Group 7: $8.09
- Group 8: $8.42
- Group 9: $8.80
- Group 10: $9.24
- Group 11: $9.44

**UTAH AWC WAGES**

**Group 1**
- Area 1: $5.80
- Area 2: $5.99
- Area 3: $6.20

**Group 2**
- Area 1: $6.15
- Area 2: $6.38
- Area 3: $6.79

**Group 3**
- Area 1: $6.69
- Area 2: $6.91
- Area 3: $7.22

**Group 4**
- Area 1: $7.21
- Area 2: $7.48

**Group 5**
- Area 1: $7.85
- Area 2: $8.14

**Group 6**
- Area 1: $8.56
- Area 2: $8.97

**Group 7**
- Area 1: $9.24
- Area 2: $9.44

**Fringes**

**Health & Welfare**
- Old: $5.17
- New: $5.55

**Vacation**
- Old: $5.89
- New: $6.27

**Holiday Fund**
- Old: $6.20
- New: $6.51

**Positive Leadership Can Solve All Problems**

By REN ERWIN

SAN FRANCISCO -- Forgoing optimism for reality, the chief executive of this nation's largest local heavy equipment operators union, Operating Engineers Local Union No. 3, International Union of Operating Engineers, AFL-CIO, told members at the Semi-Annual Meeting here, on January 7, that the major reason for unemployment in the construction industry in Northern California "could get much worse before it gets better." 

In a detailed union progress report Clem noted that Local 3's membership had grown from 22,935 in 1960 to 35,833 in 1969. He pointed out that the...
Army Engineers Hope Bridge Job Bids Will Go Out Soon

By A. J. "Buck" Hope
Financial Secretary and District Representative

As you may or may not know, the Army Corps of Engineers officers are hoping they can schedule the $15 million bridge project over Oakland and Alameda for bidding advertising late this spring. Tentatively, bidding should be down to 24 per cent by the end of this year.

The Corps of Engineers still depends on distribution of earlier 1971's work already set up and will be using federal funds by the San Francisco Army Engineers District, to help them with the more interior work that will require better professional work and greater cost of design.

The Corps is now working on the present two-lane span now existing and numbering 2,200 feet long. The new bridge will replace the present structure and will be 3,084.4 feet long and 34 feet clear across.

The new four-lane structure will have none of the usual approach sections, the Corps of Engineers framework above the traffic level; this will all be contained in the bridge, in an area below the bridge deck.

The Corps now has 700 feet of provisions for recreational fishing facilities adjacent to the bridge, possibly being used as a portion of the old trestle.

The new bridge will have a 414 foot, four-lane span extending from the Alameda side with the adjoining construction leading to the Oakland side of the channel. If changes are made, more traffic will require a wider, navigable channel, these fixed spans can be removed and a second matching bascule span installed.

The single leaf will provide a 95 ft. clear opening in the waterway; the double leaf in the future will offer an opening of 200 ft.

Costs for raising and lowering the bascules will be considerable and the tower of the Southern Pacific rail bridge on the Oakland side.

The District has been hoping to start some kind of construction in May to June and complete the project in January, 1972.

While the existing bridge is being removed and the new structure built, highway traffic will be diverted to other crossings.

California contracts made a big leap of 18 per cent during the month showing 3,958,000, 10 per cent increase compared to the $3,439,500, reported in November.

Non building contracts -- including bridges, dams, etc. -- were up by over 100 per cent, 3,958,000, in December, 1969, to $13,226,000 in November, 1969, to $13,226,000 in November, 1969, to $13,226,000 in December, 1969.

Non-residential work continued to be a generous flow in the construction industry in California know we sent out questionnaire cards to be answered regarding the forthcoming A.C.C. negotiations. We are not prepared to start the negotiations early this year, so if you have any ideas dealing with changes in the contract, we hope you will send the District Office and send them in as soon as possible.

Those employed in the dredging industry and in the Transport field will be receiving questionnaire cards and special called meetings will be held where you can go there and improve your skills.

In conclusion, don't forget that your union has one of the finest training centers in the world and it doesn't cost you one cent to go there and improve your skills.

We suggest by 1 per cent, from $142,584,000 to $144,600,000.

Only residential work showed a decline, down by 7 per cent, from $233,988,000 to $217,201,000.

For the year, to date, on a cumulative basis, the total was

Nonresidential: $1,298,088,000

Residential: $2,815,726,000

Construction: $4,114,812,000

Construction: $4,114,812,000

For the year, to date, on a cumulative basis, the total was

Nonresidential: $2,430,410,000

Residential: $2,726,966,000

Construction: $5,157,376,000

By William Parker
Business Agent

Each rain, rain there doesn't seem to be much hit up. It has really put a stop to dirt work of course, so well you know.

As we told you last month Williams & Rideout are getting started on the Concordian Park job; they have five Brother's working on the project at this time. The job was let at over 11 million dollars.

William Frith is also working on this job with two full crew.

P&S is starting hard work on their Lashant Project at Pier 55. They will have two cranes going now, one truck crane doing the load work and the other crane doing pile driving.

We would like to stress to you Brothers the importance of notifying the District Office, whenever you are on a project to give the District Office a call whenever you are other crafts doing our work. We cannot meet all of them without your help and since work is slow for everyone at this time, there is more of this going on. If you can help us, we can help you that much more.

We would like to take this opportunity to wish you and your family a very Merry Christmas and a Happy New Year.

Dear Sirs,

We are deeply grateful to Operating Engineers for all you have done for us since our union was formed.

Thank you for the $1,000--it helps us a lot. We were without any sense of sympathy and for the time while bible which I will always remember.

Thanks again for all that Local 2 has done for you and me. May a better year ever over.

Sincerely yours.

Mrs. G. B. Sanders
Castro Valley, Cal.

Most Polluted City in the U.S.

Stonewall, Ohio, is the most polluted city in the United States, according to the federal National Air Pollution Control Administration.

Citizens control offices of Stonewall, operating 30 test stations through the Southern area around the city, count an average of 50 tons of ozone discharged into a mile in the area every year. Stonewall is a mill town with a population of 4,000.

A rain storm last summer polluted the area so much that the warden of a hydroponic train was surprised in the sky over Stonewall and turned off several hundred houses pitch black from their original colors of white, pale pink, or whatever.

GET A CHOICE

A very small boy went with his grandfather to church for the first time.

"Can you spell "feelit"?" the old man whispered to him as he looked around in awe.

"No," he whispered back. "I know how to say somewhat."

More Collectively Speaking

(Continued From Columns 1 & 2)

that you take advantage of this opportunity, for speaking from experience as an engineer and member of many years, the record shows that when work is scarce that those who have multiple skills are the ones who are more steadily employed.

During the past month 854 men were dispatched to various jobs and 50 short form agreements and 20 long form agreements were signed making a total of 20 agreements signed.

Advertising Rates Available on Request

ENGINES NEWS

Published each month by Local Union No. 3 of International Union of Operating Engineers (No. California, No. Nevada, Utah, Hawaii, Alaska) at Alameda, California. Office: 474 Valveda St., San Francisco, Calif. 1400

All CLEM

A. J. HOPE

President

Vice-President

Recording Corresponding Secretary

Treasurer

Managing Editor

DALE MARSH

Financial Secretary

K. E. ERTEN

Engineering News

Published monthly by International Union of Operating Engineers (No. California, No. Nevada, Utah, Hawaii, Alaska) at Alameda, California. Office: 474 Valveda St., San Francisco, Calif. 1400

AL CLEM

PUBLISHED TO PROMOTE THE GENERAL WELFARE OF ENGINEERS AND THEIR FAMILIES
Oakland Work Looks to Spring Pickup

BY DON KINCHLOE

Just a brief note in this first column to discuss the hundreds of Brothers who have call-ed it regarding my return to work in the City Limits. I appreciate your support, suggestions and our encouragement! It is a good feeling to know we are back and actively at work in the district I served the membership in for so many years. It’s like coming home again. During the next few months, I will make every effort to keep all of you abreast of the important things that are happening in our area. Again thanks for your support.

* By ROB RAVENHILL
SHOPS, PLANTS AND GRAVEL PITS

Here’s hoping all of you brighten the holidays with a very Merry Christmas and are on your way to a happy and Prosperous New Year.

Last year was certainly poor for a lot of good brothers. It is our sincerest hope that this year is better.

Some of the brothers employed in the Shops, especially those in the Rock Band and Gravel Industry, have had to deal with the problem of unemployment...for the first time in any great extent in several years.

Many of our brothers have been able to capitalize on their misfortune of being unemployed and have gone to “Rancho Marinia Training Center” to acquire a new skill which was much in demand. Many of these brothers have also been able to prolong their employment and have sent their kids to school. So, we are encouraged by this picture.

Brother Alon Martin (retired)-D. R. Kinchloe

Wish to extend to his family our sincere condolences for their loss.

The Kirker Pass project at a cost of $675,079.75. The project is just south of Pittsburgh and Limkn. The contract will be to reconstruct the existing highway to four lanes from the elite limits of Pittsburgh for about 2 miles and will complete all of Pittsburgh to four lanes.

Combustion Engineering at the P.C.A.R. Steam Plant have moved in the main turbine which weighs approximately 368 tons which will be set into the structure sometime in January, 1971.

The Work Contracts is a bill and more proposition this time in the West of the project. However, there is some underground work going on right now.


Here’s hoping all of you a very Happy and Prosperous New Year.

By JOHN NORRIS

Most of the jobs are shut down due to heavy rains, however, we have caught other crafts doing work. This is in itself to have enough, but there have been times when our brothers have been on the same job working right beside these violations, just going to be one day’s work. Some of our brothers have been out of work, for a week and one day’s work would look pretty good to them.

By TOM CARTER

At the present time they are doing the preliminary underground and a grade work when the weather permits.

By JIM JENNINGS

The majority of work has been in and around the shops for the past few weeks due to the heavy rains, however, Don Peschonick has completed moving his operations to the Fletcher & Watson Yard on 81st Avenue in Oakland.

Brother Vonn Dougla, a 35 years member of the Operating Engineers Local Union 3 was initiated in December of 1965.

Standing 828x1216.5
"Mr. Guy" About to Depart Eureka Scene

BY RAY COOPER and GENE LAKE

Well, Brothers, it's that time of the year when there is not much to write about except the weather. We have had our share of it as is usual here in the Northern Redwoods and has virtually halted all dirt work in the area.

A few jobs are still working on a day to day weather condition, and the shovels and plows are doing the same.

The rain and rising level of the Eel River held up Burnt Boy will soon be gone. The big floating crane, "Mr. Boy" belonging to the Guy F. Atkinson Co., is being readied for towing to Long Beach. Per the past year and a half the familiar red and white boom covering over the waterfront buildings has become an accepted part of the Eureka skyline.

In the case of the Samoa bridge job Guy F. Atkinson Company is pouring the deck at the present time. Concrete is being placed with pumps. Mercer Pumper Company is furnishing the readymix from their Easex plant.

In the way of new work the Mercer Company is pouring the deck job on this Samoa bridge job. "Mr. Boy" is just one of the many accomplishments of Brother Venn Deago, a 35-year member of Operating Engineers Local Union No. 3. Brother Deago has spent the past 32 years with Independent Construction Company as a master mechanic.

UNBEATABLE SAFETY record (100%) is just one of the many accomplishments of Brother Venn Deago, a 35-year member of Operating Engineers Local Union No. 3. Brother Deago has spent the past 32 years with Independent Construction Company as a master mechanic.

The biggest part of the Eureka skyline. "Mr. Boy" About to Depart Eureka Scene (Cont. from Page 3)

By RAY COOPER and GENE LAKE.

Well, Brothers, it's that time of the year when there is not much to write about except the weather. We have had our share of it as is usual here in the Northern Redwoods and has virtually halted all dirt work in the area.

A few jobs are still working on a day to day weather condition, and the shovels and plows are doing the same.

The rain and rising level of the Eel River held up Burnt Boy will soon be gone. The big floating crane, "Mr. Boy" belonging to the Guy F. Atkinson Co., is being readied for towing to Long Beach. Per the past year and a half the familiar red and white boom covering over the waterfront buildings has become an accepted part of the Eureka skyline.

In the case of the Samoa bridge job Guy F. Atkinson Company is pouring the deck at the present time. Concrete is being placed with pumps. Mercer Pumper Company is furnishing the readymix from their Easex plant.

In the way of new work the Mercer Company is pouring the deck job on this Samoa bridge job. "Mr. Boy" is just one of the many accomplishments of Brother Venn Deago, a 35-year member of Operating Engineers Local Union No. 3. Brother Deago has spent the past 32 years with Independent Construction Company as a master mechanic.

UNBEATABLE SAFETY record (100%) is just one of the many accomplishments of Brother Venn Deago, a 35-year member of Operating Engineers Local Union No. 3. Brother Deago has spent the past 32 years with Independent Construction Company as a master mechanic.

Include Depreciation:

Car Mileage Costs Placed at 19.9 Cents

The biggest expense in running a car is the cost of depreciation as a master mechanic. The average American motorist also pays more for his garage, parking and tolls than he pays to maintain his share of the nation's highways through taxes.

According to a report just released by the Federal Highway Administration of the Dept. of Transportation, the study shows it costs the average motorist 11.9 cents per mile to own and operate his car. Purchasing power for the raises negotiated in the past year and a half the "real wage" rate has hit craftsmen and production workers, but has been left behind by those in clerical, professional, administrative and technical jobs. The information is used to submit the government's recommendations to Congress for "comparability" pay adjustments for federal employees.

The pocketbook problem

<table>
<thead>
<tr>
<th>Index</th>
<th>150</th>
</tr>
</thead>
<tbody>
<tr>
<td>June 69</td>
<td>70</td>
</tr>
<tr>
<td>July 70</td>
<td>71</td>
</tr>
</tbody>
</table>

Purchasing power

<table>
<thead>
<tr>
<th>Index</th>
<th>150</th>
</tr>
</thead>
<tbody>
<tr>
<td>June 69</td>
<td>70</td>
</tr>
<tr>
<td>July 70</td>
<td>71</td>
</tr>
</tbody>
</table>

Retail prices

<table>
<thead>
<tr>
<th>Index</th>
<th>150</th>
</tr>
</thead>
<tbody>
<tr>
<td>June 69</td>
<td>70</td>
</tr>
<tr>
<td>July 70</td>
<td>71</td>
</tr>
</tbody>
</table>

Retail as a percentage of income: This does not include the mortgage on the home. The average family is paying more than $10,000 for a house, $100 a month in interest, and more than $1,000 a month in taxes. The average family is paying more than $10,000 for a house, $100 a month in interest, and more than $1,000 a month in taxes.

The Federal Reserve Bank of New York has collected salary data on a cross-section of clerical, professional, administrative and technical jobs.

The information is used to submit the government’s recommendations to Congress for “comparability” pay adjustments for federal employees.

More Oakland

January, 1971

by Local 59 B. He has been employed for the past 13 years for the Independent Construction Company as a master mechanic.

Brother Deago has a perfect safety record with his crew and is the recipient of a $200 per cent accident free record.

Some of the jobs Venn has worked before joining the Independent Construction Company were the Golden Gate Bridge and the Broadway Tunnel. He also helped build the ramp that launched the first flight of the Clipper ship to Hawaii. He also recites in these days the wage rate was $1.25 plus no pension or fringe benefits.

White-Collar Salaries Rise 6.2% in Year

White-collar salaries rose an average of 6.2 percent between June 1969 and June 1970, according to a Labor Dept. survey.

The 12-month increase was the largest recorded in the 10 years the Bureau of Labor Statistics has collected salary data on a cross-section of clerical, professional, administrative and technical jobs.
Marysville where the highway curves sharply.

YUBA HILL ROAD JOB LET—An Auburn contractor was the low bidder on a project to reconstruct a 2.4 mile section of Marysville Road between the Yuba City and Marysville District Office and staff. Harold Huston, District Representative, testified that the events of over 50 per cent. Included in the addition will be new streamlined teller counters, special merchant windows, and an expanded covered officers area. Decorative ceramic tile will be added to the exterior and two drive-in teller windows will be installed for customer convenience.

Yuba City Dam is completed. The lake overflowed because of the way he has treated the weather, and the weather is set in. The weather is going to be wet. The weather is going to be wet. The weather is going to be wet.

THE ORD BRIDGE BRIDGE project which will complete by the end of the year, has been delayed due to the low water level in the Sacramento River. The work on this section of the bridge will start in early March because of the low water level. The work on this section of the bridge will start in early March because of the low water level.

A. Teichert & Son Construction Company, Inc. of Gridley will be the low bidder for the project. The contract amount is $1,075,240. The work on this section of the bridge will start in early March because of the low water level.

CHICO BUILDING BIDS RECEIVED—The Robert G. Fisher Company, Inc. of Chico has been awarded the construction contract for the new branch of the Yuba City Bank in Marysville. The company's bid, lowest of six received, was $1,376,700.

$147,000 JOB AT COLUSA AVENUE IN YUHA CITY—Back of America's Yuba City Branch at 777 Colusa Avenue is undergoing a $147,000 facility operation. The alterations-expansion is being performed by Lamon Bros. Construction Company of Yuba City and will take six months to complete.

The refurbished building will contain more than 9,000 square feet of floor space, an increase of over 50 per cent. Included in the addition will be new streamlined teller counters, special merchant windows, and an expanded covered officers area. Decorative ceramic tile will be added to the exterior and two drive-in teller windows will be installed for customer convenience.

YUBA HILL ROAD JOB LET—An Auburn contractor was the low bidder on a project to reconstruct a 2.4 mile section of Marysville Road between the Yuba City and Marysville District Office and staff. Harold Huston, District Representative, testified that the events of over 50 per cent. Included in the addition will be new streamlined teller counters, special merchant windows, and an expanded covered officers area. Decorative ceramic tile will be added to the exterior and two drive-in teller windows will be installed for customer convenience.

YUBA HILL ROAD JOB LET—An Auburn contractor was the low bidder on a project to reconstruct a 2.4 mile section of Marysville Road between the Yuba City and Marysville District Office and staff. Harold Huston, District Representative, testified that the events of over 50 per cent. Included in the addition will be new streamlined teller counters, special merchant windows, and an expanded covered officers area. Decorative ceramic tile will be added to the exterior and two drive-in teller windows will be installed for customer convenience.

YUBA HILL ROAD JOB LET—An Auburn contractor was the low bidder on a project to reconstruct a 2.4 mile section of Marysville Road between the Yuba City and Marysville District Office and staff. Harold Huston, District Representative, testified that the events of over 50 per cent. Included in the addition will be new streamlined teller counters, special merchant windows, and an expanded covered officers area. Decorative ceramic tile will be added to the exterior and two drive-in teller windows will be installed for customer convenience.

YUBA HILL ROAD JOB LET—An Auburn contractor was the low bidder on a project to reconstruct a 2.4 mile section of Marysville Road between the Yuba City and Marysville District Office and staff. Harold Huston, District Representative, testified that the events of over 50 per cent. Included in the addition will be new streamlined teller counters, special merchant windows, and an expanded covered officers area. Decorative ceramic tile will be added to the exterior and two drive-in teller windows will be installed for customer convenience.

YUBA HILL ROAD JOB LET—An Auburn contractor was the low bidder on a project to reconstruct a 2.4 mile section of Marysville Road between the Yuba City and Marysville District Office and staff. Harold Huston, District Representative, testified that the events of over 50 per cent. Included in the addition will be new streamlined teller counters, special merchant windows, and an expanded covered officers area. Decorative ceramic tile will be added to the exterior and two drive-in teller windows will be installed for customer convenience.

YUBA HILL ROAD JOB LET—An Auburn contractor was the low bidder on a project to reconstruct a 2.4 mile section of Marysville Road between the Yuba City and Marysville District Office and staff. Harold Huston, District Representative, testified that the events of over 50 per cent. Included in the addition will be new streamlined teller counters, special merchant windows, and an expanded covered officers area. Decorative ceramic tile will be added to the exterior and two drive-in teller windows will be installed for customer convenience.

YUBA HILL ROAD JOB LET—An Auburn contractor was the low bidder on a project to reconstruct a 2.4 mile section of Marysville Road between the Yuba City and Marysville District Office and staff. Harold Huston, District Representative, testified that the events of over 50 per cent. Included in the addition will be new streamlined teller counters, special merchant windows, and an expanded covered officers area. Decorative ceramic tile will be added to the exterior and two drive-in teller windows will be installed for customer convenience.

YUBA HILL ROAD JOB LET—An Auburn contractor was the low bidder on a project to reconstruct a 2.4 mile section of Marysville Road between the Yuba City and Marysville District Office and staff. Harold Huston, District Representative, testified that the events of over 50 per cent. Included in the addition will be new streamlined teller counters, special merchant windows, and an expanded covered officers area. Decorative ceramic tile will be added to the exterior and two drive-in teller windows will be installed for customer convenience.

YUBA HILL ROAD JOB LET—An Auburn contractor was the low bidder on a project to reconstruct a 2.4 mile section of Marysville Road between the Yuba City and Marysville District Office and staff. Harold Huston, District Representative, testified that the events of over 50 per cent. Included in the addition will be new streamlined teller counters, special merchant windows, and an expanded covered officers area. Decorative ceramic tile will be added to the exterior and two drive-in teller windows will be installed for customer convenience.

YUBA HILL ROAD JOB LET—An Auburn contractor was the low bidder on a project to reconstruct a 2.4 mile section of Marysville Road between the Yuba City and Marysville District Office and staff. Harold Huston, District Representative, testified that the events of over 50 per cent. Included in the addition will be new streamlined teller counters, special merchant windows, and an expanded covered officers area. Decorative ceramic tile will be added to the exterior and two drive-in teller windows will be installed for customer convenience.

YUBA HILL ROAD JOB LET—An Auburn contractor was the low bidder on a project to reconstruct a 2.4 mile section of Marysville Road between the Yuba City and Marysville District Office and staff. Harold Huston, District Representative, testified that the events of over 50 per cent. Included in the addition will be new streamlined teller counters, special merchant windows, and an expanded covered officers area. Decorative ceramic tile will be added to the exterior and two drive-in teller windows will be installed for customer convenience.

YUBA HILL ROAD JOB LET—An Auburn contractor was the low bidder on a project to reconstruct a 2.4 mile section of Marysville Road between the Yuba City and Marysville District Office and staff. Harold Huston, District Representative, testified that the events of over 50 per cent. Included in the addition will be new streamlined teller counters, special merchant windows, and an expanded covered officers area. Decorative ceramic tile will be added to the exterior and two drive-in teller windows will be installed for customer convenience.

YUBA HILL ROAD JOB LET—An Auburn contractor was the low bidder on a project to reconstruct a 2.4 mile section of Marysville Road between the Yuba City and Marysville District Office and staff. Harold Huston, District Representative, testified that the events of over 50 per cent. Included in the addition will be new streamlined teller counters, special merchant windows, and an expanded covered officers area. Decorative ceramic tile will be added to the exterior and two drive-in teller windows will be installed for customer convenience.
Big Year Predicted for Marin County

By AL HANSEN
County Representative

WE LOOK FORWARD TO A
VERY GOOD YEAR HERE IN
MARI'N COUNTY WITH
a fair weather year for apartment building. The 98-unit Del Prado apartments now going up on Pilates Park Drive are almost completed and, upon completion, will total some 300,000 square feet. The Del Prado construction consists of 125 units on 5 acres, with another 15-acre project, the 300-unit Alvarado, going on the south side of San Rafael Drive from San Carlos to San Andreas. Last, but not least, is the planned 92-unit Belvedere Ranch, a Convenient on South Novato Boulevard, now under construction, overlooking the Fireman's Ranch from the fire station in Novato.

CALLED FOR HIGHWAY 101 WIDENING AT RICHARDSON BAY — Highways 101 and 116 will be improved in the near future by widening eight lanes, about one mile in length, to facilitate traffic on the Richardson Bay Bridge. A total of $1.43 million is available for this project. Bids will be opened Jan. 27 in San Francisco, and construction will begin in the spring. Richardson Bay Bridge project and Spencer Avenue in Sausalito are the main considerations in eight-lane development in the near future. Another Highway projects which are currently under consideration are the expansion of guardrail at various locations near the city. Between 50 and 70 miles east of Highway 101 and 116 should be completed for early 1971, and cost of the project is estimated at $41,000,000.

Design is nearing completion for roadways for the new material and vast cut-off as a design for expansion of Highway 101 immediately north of the Corte Madera Creek Bridge. Construction is estimated at $24,000. Another $11,600,000 will be used for a project three-quarters of a mile north of Corte Madera Creek Bridge. The project will be constructed in early 1971, and cost of the project is estimated at $44,000,000.

Another 1971 project will be the construction of a ramp and freeway on the west side of Highway 101 between San Pedro Road and the Park Peverly off-ramp, west of Highway 101, 1971, and the cost of the project is $4 million.

On Shoreline Highway, bids should be rolled for early in the year for a $60,000,000 project for the $600,000 site at 5400, 1971. Also, another $800,000 site at 5400, 1971, is expected to be built and a retaining wall.

A 1971 project will be the construction of a ramp and freeway on the west side of Highway 101 between San Pedro Road and the Park Peverly off-ramp, west of Highway 101, 1971, and the cost of the project is $4 million.

A 1971 project will be the construction of a ramp and freeway on the west side of Highway 101 between San Pedro Road and the Park Peverly off-ramp, west of Highway 101, 1971, and the cost of the project is $4 million.

A 1971 project will be the construction of a ramp and freeway on the west side of Highway 101 between San Pedro Road and the Park Peverly off-ramp, west of Highway 101, 1971, and the cost of the project is $4 million.

A 1971 project will be the construction of a ramp and freeway on the west side of Highway 101 between San Pedro Road and the Park Peverly off-ramp, west of Highway 101, 1971, and the cost of the project is $4 million.

A 1971 project will be the construction of a ramp and freeway on the west side of Highway 101 between San Pedro Road and the Park Peverly off-ramp, west of Highway 101, 1971, and the cost of the project is $4 million.

A 1971 project will be the construction of a ramp and freeway on the west side of Highway 101 between San Pedro Road and the Park Peverly off-ramp, west of Highway 101, 1971, and the cost of the project is $4 million.

A 1971 project will be the construction of a ramp and freeway on the west side of Highway 101 between San Pedro Road and the Park Peverly off-ramp, west of Highway 101, 1971, and the cost of the project is $4 million.

A 1971 project will be the construction of a ramp and freeway on the west side of Highway 101 between San Pedro Road and the Park Peverly off-ramp, west of Highway 101, 1971, and the cost of the project is $4 million.

A 1971 project will be the construction of a ramp and freeway on the west side of Highway 101 between San Pedro Road and the Park Peverly off-ramp, west of Highway 101, 1971, and the cost of the project is $4 million.

A 1971 project will be the construction of a ramp and freeway on the west side of Highway 101 between San Pedro Road and the Park Peverly off-ramp, west of Highway 101, 1971, and the cost of the project is $4 million.

A 1971 project will be the construction of a ramp and freeway on the west side of Highway 101 between San Pedro Road and the Park Peverly off-ramp, west of Highway 101, 1971, and the cost of the project is $4 million.

A 1971 project will be the construction of a ramp and freeway on the west side of Highway 101 between San Pedro Road and the Park Peverly off-ramp, west of Highway 101, 1971, and the cost of the project is $4 million.

A 1971 project will be the construction of a ramp and freeway on the west side of Highway 101 between San Pedro Road and the Park Peverly off-ramp, west of Highway 101, 1971, and the cost of the project is $4 million.

A 1971 project will be the construction of a ramp and freeway on the west side of Highway 101 between San Pedro Road and the Park Peverly off-ramp, west of Highway 101, 1971, and the cost of the project is $4 million.
Lasers are devices producing intense beams of light of a single wavelength by stimulated emission from materials, such as ruby or carbon dioxide. Many construction workers have been told not to stare directly at a laser beam, but many are not familiar with the hazards of lasers.

Most lasers now used in the construction industry are of the helium-neon gas type which are low-powered. These lasers are often used as a reference line for precise alignment for tending, laying pipe, marine construction and other similar tasks. One of the greatest needs for such a reference line exists in operations over large bodies of water where reference positions are most difficult to establish.

POTENTIAL HAZARDS. The laser is a piece of electrical equipment and should be handled with the same respect given other electrical equipment.

The beam of monochromatic light may cause burns of the retina.

The heat generated by the equipment used to stimulate emission can cause a burn to the eye. It is also a potential hazard to those operating the laser.

PRECAUTIONS TO BE TAKEN. The following precautions are to be taken only to the small helium-neon lasers currently being used on construction sites.

1. Manufacturer’s instructions for the use of the equipment should be followed.
2. Personnel in the area should be warned before using any laser. A warning sign should be selected or made to shield or otherwise protect their eyes. Warning devices, such as a loud horn, may be used to indicate that the laser is in use.
3. Signs should be placed in appropriate positions to warn members of the public or others who may unknowingly cross the path of a laser beam. Such a sign might read: “Danger—Laser Light. Do not look into direct laser beam or reflected beam from this machine. Aim lasers only at reflectors supplied with unit.”
4. Personnel should be instructed regarding the hazards of the equipment and the protective eyewear to be used.
5. Laser goggles may be required to reduce the possibility of laser beam damage to the eye. If protective eye wear is required, it should be labeled as the optical density at the appropriate wavelength. Goggles may increase other risks, since a worker’s vision is severely restricted.
6. Laser output should be kept as low a possible consistent with performing the required tasks.
7. At no time should the laser output be increased to receive a more complete view of reflections. When using such equipment, the operator should check on gross lesions of the retina and lenticular opacities.
8. The equipment should not be left without an operator for 20 minutes or longer. If the unit is run continuously, the beam should be capped when not in use.
9. Reflective material should not be allowed around the path of the laser beam. The reflected beam may cause injury identical to those of the direct beam.
10. Attenuator caps and/or laser goggle should be used if possible to reduce the beam to the point of working to them to view and observe the beam.
11. No attempt should be made to locate the laser beam with the naked eye, especially at great distances, as the retina will be accommodated for distance and allow a greater dose of energy to strike the retina. A reflective surface should be used.
12. Don’t look along the axis while aiming the laser. This increases the possibility of reflections.
13. Radio-frequency-excited lasers should not be used near blasting operations.
14. If personnel with binoculars can be in the direct beam or “mirror-like” reflection at ranges normally considered safe for viewing by the unaided eye, a single “safe range” cannot be specified.
15. Telescopes or binoculars used for aiming should not be aimed at the direct beam or reflected beam from mirrors or corner-cube retro-reflectors, unless the beam intensities are greatly below threshold levels. A filter having sufficient optical density may be required for such situations, or adequate laser protective eyewear may be needed.
16. Personnel and reflectors should be avoided at close ranges if the reflected beam is to be observed. Diffuse or retroreflective card targets are recommended for short ranges.
17. Protective eyewear and setups outdoors, care should be taken to avoid aiming the laser into potentially occupied areas.
18. Stabilize mounts for the laser are important so that the laser will be utilized to view the direct beam or reflected beam from hazards. The reflected beam may cause injuries.
19. The beam should pass perpendicular to the plane of the glass, or
20. On Prater Way and are properly contain to be blown by the wind. Be sure that they are not arranged in such a way that the beam can be aimed at the operator.
21. The equipment should be accompanied by an instruction that no extra fees are required to damage a mirror on the road.
22. Reflections from rain, snow, dust, and other particulate matter are not of concern to the operator.

NEW CHAIRMAN of the National Safety Council’s Labor Congress, Thomas A. Dillon, business representative of Machinist District 85 in Detroit, MI, accepts a gavel from retiring chairman Alan Bunch, left, at the NSC annual congress in Chicago. NSC President Howard Pyle is at the right. Burch is the safety director of the Operating Engineers.

Biz’ Helps Hold Price For Parks
WASHINGTON, D.C. — California Congressman Harold T. Ewing, Jr., has revealed that no extra fees, over and above the Golden Eagle Passport, will be tested on National Forest public recreation sites in California during 1971.

This decision was made by the Forest Service following a study of the potential for generating revenue not to require daily fees at boat launching ramps on reservoirs located in National Forests.

Congressman Ewing has waged a continuing battle against daily fees contending they work an unreasonable hardship for people who own small boats and like to frequent the many reservoirs located in the 20 counties of the Second Congressional District.

“A $1 a day to launch a boat makes this prohibitive,” Congressman Ewing charged, emphasizing the cost over a period of several months to boaters on smaller reservoirs which have no ability to spend time on reservoirs.

Forest Service officials told the Congressman: “The Golden Eagle Passport annual permit will be valid for all vehicles entering and using the (proposed) launch ramps except where a fee in charged areas. Visitors who do not have the Golden Eagle Passport will be required to purchase a $1 fee for launching. The fee is being assessed for any of our public sites in California.”

The permit, which costs $8, permits a number of public boating sites on the National Forests. All外地 development is limited and where no fee will be charged."

Forest officials noted where the launching ramp is operated by a National Forest concessionnaire, the Golden Eagle Passport does not apply.

More ‘Safety Side’

(Continued from Cols. 1 & 2)

protective eyewear should be required for personnel in the...
Sac Housing Authority

By D. M. FAIRLEY Dist. Rep., S. A. & N. H. A.

Business Agents

In the downtown area we have a number of eight-story apartment buildings going up. The buildings will be purchased by the Sacramento Housing Authority to be used as housing for the elderly.

 Continental-Heller Corp. has just “topped off” their eight-story buildings at 56 and 6th Streets.

Chong Berg, Inc. and Blackwelder-Mahan are making good progress on their buildings projects.

In the Woodland area the low-cost had on the last unfinished section of Interstate 5 north of Sacramento, a 0.8-mile section in Yolo County, was in the hands of the C. K. Moseman Construction Co. of Oakland and the Rifle Construction Co. of Centerville.

The section is known as the Woodland Bypass. Upon completion of this section, with other sections already completed, the Woodland Bypass construction will provide 388 miles of uninterrupted freeway through Yolo and Sacramento counties.

Sac Housing Authority

By D. M. FAIRLEY Dist. Rep., S. A. & N. H. A.

Business Agents

In the downtown area we have a number of eight-story apartment buildings going up. The buildings will be purchased by the Sacramento Housing Authority to be used as housing for the elderly.

 Continental-Heller Corp. has just “topped off” their eight-story buildings at 56 and 6th Streets.

Chong Berg, Inc. and Blackwelder-Mahan are making good progress on their buildings projects.

In the Woodland area the low-cost had on the last unfinished section of Interstate 5 north of Sacramento, a 0.8-mile section in Yolo County, was in the hands of the C. K. Moseman Construction Co. of Oakland and the Rifle Construction Co. of Centerville.

The section is known as the Woodland Bypass. Upon completion of this section, with other sections already completed, the Woodland Bypass construction will provide 388 miles of uninterrupted freeway through Yolo and Sacramento counties.
By Ken Green and Lou Barnes

Happy New Year from the Monterey County.

We hope your holidays were bright this year. From all indications we have been hearing, the "Great Leap Forward" in Washington has or is going to begin again. The Federal Highway Budget by approximately $1,000,000,000 (1 billion) effective for the fiscal year just ended.

So for Governor Reagan's construction cuts have not affected the Highway Department budget; but if the cuts by Washington go through, wood awards will be curtailed.

The House of Representatives have approved the Omnibus Rivers and Harbors Act of 1970, including the authorization for the construction of the Cottonwood project. Congressman Harold T. "Buzz" Johnson of California, who handled the legislation, on the floor of the House of Representatives, was the prime sponsor of the $174 million multi-purpose Cottonwood Project development on the largest uncontrolled tributary on the Sacramento River. Representative Johnson told the House that the heavy flows from the Cottonwood water reared against a concrete dam would supply water for several million people.

The U.S. Forest Service is planning a $125 millionibern Forest Improvement area on the north side of the Big Sur River in Monterey County.

This project got underway in 1965, according to an announcement when the Forest Service opened the project to the public.

The Sugar Pine Dam Project has been underway in February or March, but no contract has yet been let.

More Cal Jobless Benefits Will Start Next Week

California's own extended unemployment benefits plan will go into effect with the calendar week beginning January 24th. Making thousands of additional workers eligible for unemployment insurance payments, according to an announcement by the Department of Human Resources Development, who were not eligible to apply for the extended benefits under the Federal State plan which went into effect December 1970.

The reason many additional workers may apply for extended benefits under the California plan is that it allows payments to be made to employees who have been laid off for 26 weeks and after.

Up to 26 weeks after he has been unemployed.

'No more work' persons who claim unemployment benefits for more than 26 weeks, will not have to pay state income tax on their unemployment benefits.

Unemployment insurance payments will not be taxed at the state level, according to an announcement by the State Employment Development Department.

Workers who have been out of work for 26 weeks or more will not be taxed on their benefits as long as they are employed.

They can claim unemployment benefits for an extended period of time, but it will not be taxed at the state level as long as they are employed.

In the Federal-State plan, however, some workers may apply for extended benefits under the California plan, but they will be taxed.

Income tax on their unemployment benefits.

In many cases, "Do you permit your wife to do some grading work in the mill. With a week of snow, it may be tough, but they should get off the ground."
Unionism Pays

A recent U.S. Census Bureau report compares union and non-union earnings in the same occupational groups and finds that the unionists are many dollars ahead—the best possible assurance of success.

Due to the tremendous rains, which now is more than twice the normal or this time of year, the construction work in this area has practically come to a standstill.

Quite a lot of work is left over that can be started the first thing in the spring, plus we have a fair amount of work coming up this year. Most of the work will be in Sonoma County.

Warman Springs Dam will, with the next three months, be letting 10 million dollars of new work, namely (the dam and about nine more miles of road.

At the present time, Piedmont Construction is down to a skeleton crew on five million dollar job at the dam site and will be starting off full blast again in the spring.

The Arthur B. Stry Company from Santa Rosa has been able to put contraction dollars worth of road contract work in Sonoma County to start working on six new power projects.

The Sand and Gravel and Basalt Rock Co. are both real slow especially with the Russian River in flood stage. However, both companies are still doing some work in order to be ready for the forthcoming season.

MENDOCINO COUNTY—Glavins Construction and also Cummings and Leggett have started on Fort Bragg on a new sewer development job which is dodging several downpours and working when possible. This is a project that is needed very badly for the City of Fort Bragg and the fact that it has provided some work for both the Cummings and Leggett Co. and some area which has been hurting for any big projects.

Since the lowdown jobs which were completed in the 1972 season in the area have extensive sliding occurred and any additional hard rains could cause similar damage and also could provide a considerable amount of emergency work, it has in the past few years.

A. Teichert and Sons of Sacramento are getting their construction work quite well in the Santa Rosa District with many jobs scattered throughout the area and also with an office now set up in the Coddingtown area of Sonoma County. Presently their job in Willits at Brookdale is closed down for the winter and the office, as spring comes there is a tremendous amount of work on this land development project.

Soroco Irrigation at Willits is back to a fifty day work week and are calling back a few of the workers who were laid off due to a slump in business and have had to lay off some of their employees.

LAKE COUNTY—Lange Brothers and Lange Paving, who make their headquarters in Ukiah, Lakeport, are finishing up quite a lot of work which they have had around the Lakes. They were the mainstays behind the construction of Warm Springs Dam and have had considerable work in both Lake County and the other in Lassen County, so the coming year is not a bad year, is when you don't have work in your own back yard you look for it in your neighbors.

The Gordon Ball freeway job at Lakeport is just about finishing at the present time due to a 16 inch deluge of rain which has had over the past month. If we know the Ball freeway Company, they will be up again as soon as it is half way dry and there is still a considerable amount of work to be done.

The Highlands job which were completed in the 1972 season in the area have extensive sliding occurred and any additional hard rains could cause similar damage and also could provide a considerable amount of emergency work, it has in the past few years.

The Veterans Housing Act of 1970, signed into law recently, updates major provisions.

The basic purpose of the mobile home program is to provide transitional housing for veterans who acquired a conventional home if he is going to use it as a permanent dwelling, plus another $5,000 for land on which to place it. He can also borrow extra sums for necessary site improvements such as septic tanks and driveways.

The total loans can generally be as high as $17,500 and for as long as 15 years.

In an unusual feature, the veteran's full home loan entitlement is extended to him for use in purchasing a conventional home if he later sells his mobile home to a buyer acceptable to the Veterans Administration.

Avoiding Accidents

Nearly one fourth of all serious on-the-job accidents result from the physical handling of material.

The National Safety Council lists the following unsafe work practices that have led to material handling injuries:

- Placing fingers or hands at pinch points while moving objects.
- Gripping object, improperly, allowing them to fall or slip.
- Carrying too heavy a load.
- Failing to wear safety shoes.
- Lifting in an awkward position.
- Filing without using the back muscles.
- Failing to use cranes, hoists and elevators provided for the job.
- Failing to wear proper protective glasses or to use hand guards for sharp edged materials.
- Loosening collars or cutting taut binding wire, metal straps, or cable without wearing face protection.
- Working in cluttered, and crowded areas.
- More details on the safety aspects of material handling may be obtained by consulting the Accident Prevention Manual for Industrial Operations published by the Com.

Cranton's New Viet Bill

Veterans Get Another Crack at GI Loans

The Veterans Housing Act of 1970, signed into law recently, updates veterans benefits "to bring them more into line with the realities of today's housing situation," according to Senator Alan Cranston (D., Calif.), chairman of the Veterans Affairs Subcommittee and author of the bill's major provisions.

The new law for the first time extends veterans' guaranteed and direct loan benefits beyond conventional housing to include mobile homes and condominiums.

It also provides for the refinancing of existing mortgage loans, does away with a loan fee required of post-Korean veterans, which of other wars didn't have to pay, and eliminates all deadlines for home loan eligibility.

"These deadlines have been a particular source of anxiety in times of high cost of buying and maintaining individual homes," Cranston said. He noted that other wars didn't have to pay, and eliminates all deadlines for home loan eligibility.

"This provision will be of special help to veterans who acquired a conventional home if he is going to use it as a permanent dwelling, plus another $5,000 for land on which to place it. He can also borrow extra sums for necessary site improvements such as septic tanks and driveways. The total loans can generally be as high as $17,500 and for as long as 15 years.

In an unusual feature, the veteran's full home loan entitlement is extended to him for use in purchasing a conventional home if he later sells his mobile home to a buyer acceptable to the Veterans Administration.
New Wages in Effect

Semi-Annual

Grievance Committee Elections Schedule

READ CAREFULLY:
Local 3 Scholarship Rules Spelled Out

By T. J. "TOM" STAPLETON
Recording- Corresponding Secretary

OPERATING ENGINEERS LOCAL UNION NO. 3

SCHOLARSHIP AWARDS 1970-1971 SCHOOL YEAR

Group 6
Area 1  5.50  5.50
Area 2  5.69  5.69
Area 3  5.55  5.55
Area 4  5.69  5.69
Area 5  5.50  5.50
Group 7
Area 1  6.04  6.38
Area 2  7.04  7.38
Group 8
Area 1  6.69  6.68
Area 2  7.48  7.48
Area 3  6.35  6.37
Area 4  7.35  7.37
Group 9
Area 1  6.45  6.51
Area 2  7.06  7.12
Area 3  6.47  6.51
Area 4  7.07  7.14
Group 10
Area 1  6.87  6.94
Area 2  7.07  7.14
Area 3  6.90  6.97
Area 4  7.09  7.16
Group 11
Area 1  7.62  8.65
Area 2  6.82  6.85
Group 12
Area 1  7.96  8.41
Area 2  7.81  8.41
FRINGE BENEFITS

Pension Tax

6.00

Advancing Industry

640

6.00

Steel Erectors and Plumbers, effective 12.00  percent the California increases of 1.3-71,  as are the fringe benefits.

Health Insurance Book Available

The AFL-CIO in Washington has issued a pamphlet entitled "National Health Insurance: Labor's No. 1 Goal" based on a recent nationwide broadcast by AFL-CIO President George Meany.

In this address, President Meany expressed organized labor's concern for upgrading America's standard of health by establishment of a new and better system of health care for the American people. Copies of the pamphlet are available in reasonable quantities without cost from the AFL-CIO Program Division, 655 15th Street, N.W., Washington, D.C. 20005.

Violence

It wasn't so bad when they took the violence off of TV, but now they jealously restrict the comedy until they restricted the violence.
**Food Specialties Offer Backpacking Alternatives**

**EXCITING NEW WAYS TO WASTE YOUR FOOD MONEY**

Out of the laboratories of General Foods and other big food corporations have come many exciting new ways to throw money away.

Among new convenience foods devised by food technologists, for instance, you can get Shaker's Bake, frozen omelettes, and ready-to-eat pudding.

Shaker's Bake is a revealing example of the artificial food ingredients that cost pennies to produce and attract the dollars.

A TV ad for Shaker's Bake, for instance, shows a cooking scene in which the housewife simply adds one-fourth cup of Shaker's Bake to one gallon of milk and a quart of water. The results: a standard Shaker's Bake, complete with batter and cream.

You can get Shaker's Bake, macaroni, cracker meal, etc., for 35.5 cents a pound. Ordinary flour costs 54 to 60 cents a pound. Those who buy flour by the pound will not waste it because they are already buying in bulk.

The bread made from toasted crumbs with added flavorings costs 46.60 cents a pound, depending on the brand you buy. Or you can buy a frozen omelette for 95 cents, and the price is 56 cents.

But General Foods is a high-pressure, high-volume, high-speed operation, and it has taken flour and bread and some other ingredients away from the housewife, thus reducing her shopping and tasting, and bringing you Shaker’s Bake in packaging that is a hit for 27 cents. (The box looks a lot bigger than the package inside it.) In one sense the consumer is getting 32 oz. for 27 cents, and you can see how the company is getting 32 oz. for a dime or less.

Another fine expenditure product from the frozen-food industry is Kellogg’s “Little Big” macaroni. It is a giant-sized portion of the usual box of macaroni for almost twice the usual, and it costs 18.5 cents a pound. The box contains 26 oz.

General Foods also offers 40-lb. bags of coffee and tea, cracker meal, etc., at prices ranging from 5.25 cents a pound to 40 cents a pound. The 40-lb. bags cost half the price, but the company is getting more for the money.

The creeping back of the old stock “due to inflation.”

A company official said, “We have a few gimmicks that the housewife can use,” and he added, “We are going to make more of them.”

The housewife, of course, is the best one to know what the new gimmicks are, and she may be the one to help keep the prices down.

Cornell University economist Richard A. Johnson has called the new gimmicks “positive responses” to the pressure of business is to make money, not to spend it. The new gimmicks are a way of making money without the expense of building new plants and equipment.

The new gimmicks are a way of getting money without the expense of building new plants and equipment.

The new gimmicks are a way of getting money without the expense of building new plants and equipment.

The new gimmicks are a way of getting money without the expense of building new plants and equipment.

**Fair Weather Would Fish San Mateo Work**

By BILL BANEY & DICK BELL

**WASHINGTON, D.C. — Calif. Congressmanuchen Johnson has called on the Transportation Secretary to speed up the Delmarva Freeway project.” **

**Raid Steal**

Deputy Highway Administrator, B. G. Fowler, has been named to fill the vacancy caused by the resignation of Orvis C. Breton, Jr., of the Department of Transportation.

Fowler has been associated with the Department since 1962 and has been a member of the Transportation Advisory Board.

He has been active in the field of transportation planning and development, and has served as a consultant to many state and local government agencies.

Fowler has also been involved in the development of the Delmarva Freeway project, which is a major highway project in the state.

The Delmarva Freeway project is a $25 million, 10.5-mile highway project that will connect the Delmarva Peninsula with the state’s main highway system.

The project is expected to be completed in 1973 and will provide much-needed relief to the region’s traffic congestion.

Fowler’s appointment is expected to be confirmed by the Senate in the near future.
Tomorrow's Ups Are Often Today's Downs

By WALTER S. TALBOT, AL McNAMARA and JERRY BENNETT

This, our first report for 1971, affords us the opportunity of wishing every operating engineer a prosperous New Year.

The past year was a good one for many, employed in this district and poor for others. The problem is to be right at the right time. Jobs that were expected to want for men have not, and old work has developed, and others that were expected to want for men have not. Jobs that were expected to be available have not, and old work has developed, and others that were expected to be available have not.

This creates a situation where an engineer can earn $10,000.00 to $15,000.00 a year, and $12,000.00 a week, or the reverse, which creates even a bigger problem in the market than before.

However, on the brighter side, this problem has been a condition of construction work since the beginning of time, and of course is used by your negotiating team to command higher wages because of the uncertainty of employment.

Needless to say, after the delay of over this area has experienced since Thanksgiving, only a few projects have been underway.

Huntington Bros. of Napa did some work and are working on the construction of a portion of Highway 99 near Ione.

Sub Surface Pipeline of Stockton has been making progress on the diversion tunnel at New Melones damsite. The tunnel has been bored over the, thousand feet so far, and a thirty foot diameter bore will be a seven. From the tunnel.

A $500,000.00 project to develop a portion of West Highway 99 will be launched in Napa and Sonoma Counties for the protection of the growing residential area north of Hammer Lane in Stockton. This project will involve some five miles of Moaker Creek, from west of Highway 99 to Don Avenue, which is an extension of the Coastal Heights subdivision. This will be the last contract in the county flood control projects following the 1952 floods.

The building of Modesto was low bidder to repair the diversion trunk line between New Melones damsite and West Main and the San Joaquin River. The improvement project, to be completed in August, is running the tower crane. Mr. Gaines told of the tremendous size of the works that will be completed, and of the labor, the crane power, and the amount of concrete to be poured.

Other noteworthy projects underway in Lodi. The job is estimated at $500,000 dollars. Work is expected to be completed in August.

Construction Co. are making good progress on the improvements proposed by the California Public Works Department.

New Holiday Law Adds Four 3-Day Weekends

The Monday holiday law that went into effect this year will give workers at least four more holiday weekends in the year. Congress in 1968 approved the observance of three holidays-Washington's Birthday, Memorial Day and Independence Day-by creating Monday as a holiday. Labor Day will continue as a Monday holiday.

The other new holidays, New Year's Day, Thanksgiving and Christmas, will continue to be observed on their regular dates. But this year, Independence Day and Columbus Day will hinge on whether the upcoming weekend provides winners over two extended weekends.

These are the new holidays:
- Washington's Birthday, the first Monday in February.
- Columbus Day, the first Monday in October.
- Memorial Day, last Monday in May.
- Columbus Day, second Monday in October.
- Veterans Day, fourth Monday in October.
- Columbus Day, second Monday in October.
- Memorial Day, last Monday in May.
- Veterans Day, fourth Monday in October.

Nevada State Apprentice Expertise Seeking to Plow Newer Ground

By GAIL BISHOP

RENO—More than fifty registered delegates participated in the Nevada State Apprenticeship Council sponsored workshop held here on December 3. Discussion was on the following:

1. What will the needs be in the next decade?
2. What can Vocational Counselors do to assist Joint Committee?
3. What role should High School Counseling play?
4. What attitude should State Apprenticeship Council have?
5. Can Community College assist in the Joint Apprenticeship Committee?
6. What problems do you see in the Joint Apprenticeship Committee?
7. What is the need for higher education?
8. How many people are there who are well informed about our work?
9. How should they keep abreast of the facts?
10. What are the problems of the state?
11. What should the apprenticeship program be?
12. What is the state's legislation governing training?
13. What is the need for Selection Procedures to be utilized by Joint Apprenticeship Committee?
14. Where do you think the Council is going in the future?
15. What is the need for apprenticeship today?
16. What is the problem of equal opportunities for women?
17. What is the need of the state curriculum?
18. What are the problems of the state apprenticeship program?
Burgess Construction Company of Fairbanks, Alaska is engaged in the completion of the Boulder Creek Dam project. At the present time they are in the process of building the spillway and they are planning to keep construction going on throughout the winter months.

Water Hollow Contractors are involved in building a road in and around the Provo area which has been slowed down due to break-downs and problems in the area. There are quite a few brotherhoods out of work. However, the brothers are looking for a position or a job in the future.

A three mile section of I-40 has been closed down between Devine and Worley, Idaho for several years. Construction crews of Peter Nobel have been trying to start work on their $1.1 million project.

The contract calls for building a bituminous surface on 1000 acres of the structure at the Devil's Slide interchange to Cronyn. At least 1500 cubic yards of mixture will be placed.

The plans of the company to work through the winter in the work area are as follows: they are planning to work two shifts and if necessary in order to finish about thirty-five brothers busy.

When this stretch is opened, it will be complete to its normal pace by the beginning of the New Year. The contract will be completed by September of next year and should be pretty well finished in August.

A short detour route through Cronyn will be used while the bridge is under construction.

The company plans to work through the winter in the work area and if necessary in order to finish about thirty-five brothers busy.

When this stretch is opened, it will be complete to its normal pace by the beginning of the New Year. The contract will be completed by September of next year and should be pretty well finished in August.

A short detour route through Cronyn will be used while the bridge is under construction.

The company plans to work through the winter in the work area and if necessary in order to finish about thirty-five brothers busy.

When this stretch is opened, it will be complete to its normal pace by the beginning of the New Year. The contract will be completed by September of next year and should be pretty well finished in August.

A short detour route through Cronyn will be used while the bridge is under construction.

The company plans to work through the winter in the work area and if necessary in order to finish about thirty-five brothers busy.

When this stretch is opened, it will be complete to its normal pace by the beginning of the New Year. The contract will be completed by September of next year and should be pretty well finished in August.

A short detour route through Cronyn will be used while the bridge is under construction.

The company plans to work through the winter in the work area and if necessary in order to finish about thirty-five brothers busy.

When this stretch is opened, it will be complete to its normal pace by the beginning of the New Year. The contract will be completed by September of next year and should be pretty well finished in August.

A short detour route through Cronyn will be used while the bridge is under construction.

The company plans to work through the winter in the work area and if necessary in order to finish about thirty-five brothers busy.

When this stretch is opened, it will be complete to its normal pace by the beginning of the New Year. The contract will be completed by September of next year and should be pretty well finished in August.

A short detour route through Cronyn will be used while the bridge is under construction.

The company plans to work through the winter in the work area and if necessary in order to finish about thirty-five brothers busy.

When this stretch is opened, it will be complete to its normal pace by the beginning of the New Year. The contract will be completed by September of next year and should be pretty well finished in August.

A short detour route through Cronyn will be used while the bridge is under construction.

The company plans to work through the winter in the work area and if necessary in order to finish about thirty-five brothers busy.

When this stretch is opened, it will be complete to its normal pace by the beginning of the New Year. The contract will be completed by September of next year and should be pretty well finished in August.

A short detour route through Cronyn will be used while the bridge is under construction.

The company plans to work through the winter in the work area and if necessary in order to finish about thirty-five brothers busy.

When this stretch is opened, it will be complete to its normal pace by the beginning of the New Year. The contract will be completed by September of next year and should be pretty well finished in August.

A short detour route through Cronyn will be used while the bridge is under construction.

The company plans to work through the winter in the work area and if necessary in order to finish about thirty-five brothers busy.

When this stretch is opened, it will be complete to its normal pace by the beginning of the New Year. The contract will be completed by September of next year and should be pretty well finished in August.

A short detour route through Cronyn will be used while the bridge is under construction.

The company plans to work through the winter in the work area and if necessary in order to finish about thirty-five brothers busy.

When this stretch is opened, it will be complete to its normal pace by the beginning of the New Year. The contract will be completed by September of next year and should be pretty well finished in August.

A short detour route through Cronyn will be used while the bridge is under construction.

The company plans to work through the winter in the work area and if necessary in order to finish about thirty-five brothers busy.

When this stretch is opened, it will be complete to its normal pace by the beginning of the New Year. The contract will be completed by September of next year and should be pretty well finished in August.

A short detour route through Cronyn will be used while the bridge is under construction.

The company plans to work through the winter in the work area and if necessary in order to finish about thirty-five brothers busy.

When this stretch is opened, it will be complete to its normal pace by the beginning of the New Year. The contract will be completed by September of next year and should be pretty well finished in August.

A short detour route through Cronyn will be used while the bridge is under construction.

The company plans to work through the winter in the work area and if necessary in order to finish about thirty-five brothers busy.

When this stretch is opened, it will be complete to its normal pace by the beginning of the New Year. The contract will be completed by September of next year and should be pretty well finished in August.

A short detour route through Cronyn will be used while the bridge is under construction.

The company plans to work through the winter in the work area and if necessary in order to finish about thirty-five brothers busy.

When this stretch is opened, it will be complete to its normal pace by the beginning of the New Year. The contract will be completed by September of next year and should be pretty well finished in August.

A short detour route through Cronyn will be used while the bridge is under construction.

The company plans to work through the winter in the work area and if necessary in order to finish about thirty-five brothers busy.

When this stretch is opened, it will be complete to its normal pace by the beginning of the New Year. The contract will be completed by September of next year and should be pretty well finished in August.

A short detour route through Cronyn will be used while the bridge is under construction.

The company plans to work through the winter in the work area and if necessary in order to finish about thirty-five brothers busy.

When this stretch is opened, it will be complete to its normal pace by the beginning of the New Year. The contract will be completed by September of next year and should be pretty well finished in August.

A short detour route through Cronyn will be used while the bridge is under construction.

The company plans to work through the winter in the work area and if necessary in order to finish about thirty-five brothers busy.

When this stretch is opened, it will be complete to its normal pace by the beginning of the New Year. The contract will be completed by September of next year and should be pretty well finished in August.

A short detour route through Cronyn will be used while the bridge is under construction.

The company plans to work through the winter in the work area and if necessary in order to finish about thirty-five brothers busy.

When this stretch is opened, it will be complete to its normal pace by the beginning of the New Year. The contract will be completed by September of next year and should be pretty well finished in August.
MARYSVILLE
Mrs. John Waddington entered the Sutter General Hospital in
Sacramento for some extensive tests.
Brother Jack Powell, son of H. Earl Picker, entered the
hospital in Marysville. We hope he has a steady recov-
er.
Brother Johnny Johnson has been discharged from the Sutter
Hospital.
Congratualtions to Brother Richard Dugas and his wife on
their new baby girl.

We have not reported our blood donors for the past couple of
months and we are sorry to say there is a most considerable
 plunge in our donors due to the generosity of too many peo-
ple. They include Lee Garson, Kenneth Bettis, Sandra Bettis
(she has given TWICE since we last reported), Raymond Dole,
Once again our special THANKS to all of you.

SAN RAFAEL
Congratulations to Brother Tommy Falmer and his wife, Gail,
on becoming proud parents of a baby girl born on November 18
1971.

Our deepest sympathies are extended to the families of
Tipton and Robert L. Olsen, who passed away in December.
Mr. John J. Wise for their blood donations to our Blood Bank.

THE SPORTS MONS W. 1557, good con-
dition. $125.00.

Switzerland and Italy.

Once again our special THANKS to all of you.

WINTER MONTHS ARE UPON US.

In San Jose and Loi Bongiovanni

Edw. Stotts.

PUPPIES FOR SALE: 8 A. K.C. REGISTERED. 1419401. 10-1.

1959 FORD F100 PICKUP, V-8, P/U, 1/2 TON, 23500 MILE,

LEGENDARY SOUTHERN CALIFORNIA.

FOR SALE: 3/4 ACRES on ocean view.

1961 CHEVY PICKUP TRUCK, 56000 MILES. Contact:

ACKNOWLEDGMENTS

Our deepest sympathies are extended to the families of
Brother Kenneth Burns, who was killed in an automobile ac-
cident, and to the family and friends of Brothers J. N. Boxman
and Henry Linkert, both retired engineers.

Reno

H. V. Jeppson is in Washoe Medical Hospital. His condition
is serious and not allowed visitors at this time. However, I'm sure
can be seen at the hospital by any of your Brothers.

Brother Ted Webber is in Carson-Tahoe Hospital. We are sure
he will be recovering from his accident soon.

We wish all the above a speedy recovery and hope
to see them soon.

On November 20th, Brother Andrew Freed became the proud
father of twin sons. We offer our congratulations. However, due
to his commitments, Brother Freed's wife, Betty, passed away on
December 4, 1971. All of the members offer our deepest sym-
pathy to Brother Freed.

SACRAMENTO
Brother Richard Hunsaker underwent open heart surgery at
Sutter Memorial Hospital on December 14, 1971. We wish Broth-
er Hardin a speedy recovery.

Brother Charles Miller is home recuperating from an opera-
tion on his legs.

Our con- dolences go to the families of Brothers George
Tipton and Robert L. Olsen, who passed away in December.

Local 3 thanks Mrs. Louise Moe, Mr. Orvid G. Olson and
Mr. John J. Wise for their blood donations to our Blood Bank.

SANTA ROSA
At this writing George Hardwick is in the Ukiah希尔side
Hospital having suffered a stroke. George is a real old timer
having been a blade operator prior to his retirement a few years
ago and it is our sincerest wish along with all of the brothers es-
pecially in the Ukiah area who know him well, that by this time
he is in pint George is on the road to a speedy recovery.

Another old timer who, at this writing, is in the Santa Rosa
Memorial hospital with a heart condition is Chester Yardley.
Chester has been a member for many years and prior to his retir-
ing had been in the contracting business operating his own pave-
ment broker (or POGO as we would have known them.)
Get well soon comes from all of your friends.

Renter: W. E. L. Land. 6000 SYLVAN AVE., SACRAMENTO.

SAINT JOSEPH
ATTENTION GOLF PLAYERS!! 3 Anyone interested in play-
ing golf with the Operating Engineers Golf Club this coming year
—now is the time to sign up. The dues are $29.00 a year.

For more information, contact:
Harvey G. Pellet. 701 S. La Palma Ave., Long Beach, Calif. 90805.

SACRAMENTO
KAREN DYTZ, 3 TON CRAWLER, 408/931-3014.

NEAR DAVIS. 4 BR., 1.5 BATH, 1206 BLOOMINGTON. LII, 4 miles
South of Davis, concrete all around.

 מיליwaukee 36ょう, 4 cil, 49,000 M. Old. $4,500. 0657-1450.

GREAT LAKE RECREATION FOR SALE.

Best of luck to Brother Richard Ghilotti who will be taking a
trip to Europe for three months. The nature of the trip Suc-
ceeding he and his wife will be enjoying much sites like: Ireland- France - Spain
and Switzerland and Italy.

WANTED: USED CLEVELAND TRENCHER. 1967. 2444/-MILES.

FOR SALE: LEMMER GRADY TRUCK, 56,000 MILES, WORKING.

FOR SALE: LEMMER GRADY TRUCK, 56,000 MILES, WORKING.

FOR SALE: LANDMILL TRUCK, 72,000 MILES, WORKING.

FOR SALE: 1964 INTERNATIONAL 1600 TRASH TRUCK.

FOR SALE: 120 ACRES on Hwy. 60, Ozark Country, Ne-
You'll love the 120 ACRES on Hwy. 60, Ozark Coun-

FOR SALE: 1962 CHEVY PICKUP TRUCK, 56,000 MILES, WORKING.

For more information contact:
Denny, Long Beach, Calif. 90805.

FOR SALE: WHITMAN STONE TRUCK, 56,000 MILES, WORKING.

FOR SALE: 1962 CHEVY PICKUP TRUCK, 56,000 MILES, WORKING.

FOR SALE: 1964 INTERNATIONAL 1600 TRASH TRUCK.

FOR SALE: 1962 CHEVY PICKUP TRUCK, 56,000 MILES, WORKING.

FOR SALE: 1964 INTERNATIONAL 1600 TRASH TRUCK.

FOR SALE: 1962 CHEVY PICKUP TRUCK, 56,000 MILES, WORKING.

FOR SALE: 1964 INTERNATIONAL 1600 TRASH TRUCK.

FOR SALE: 1962 CHEVY PICKUP TRUCK, 56,000 MILES, WORKING.

FOR SALE: 1964 INTERNATIONAL 1600 TRASH TRUCK.

FOR SALE: 1962 CHEVY PICKUP TRUCK, 56,000 MILES, WORKING.

FOR SALE: 1964 INTERNATIONAL 1600 TRASH TRUCK.

FOR SALE: 1962 CHEVY PICKUP TRUCK, 56,000 MILES, WORKING.
In the absence of any clearly defined headings, it appears that the document contains a schedule of meetings or business transactions. The text appears to be related to business operations and includes references to various locations and dates, possibly indicating meetings or events. Without further context, it's challenging to provide a more detailed translation or explanation. It seems to be a business document, perhaps related to a credit union or similar organization.